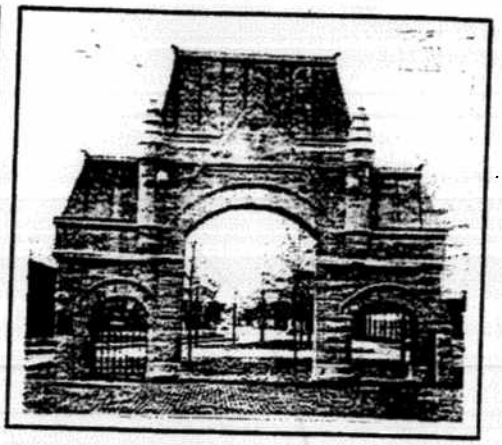

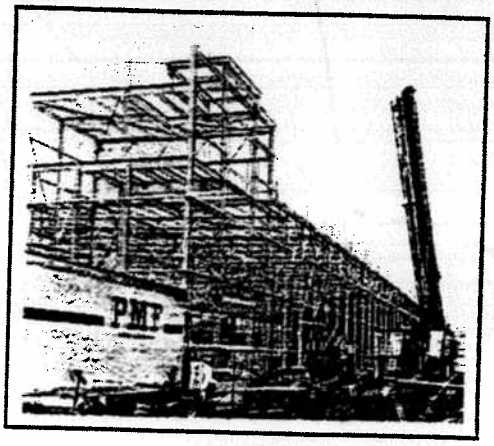

CORRIDORS OF INDUSTRIAL OPPORTUNITY

A PLAN FOR INDUSTRY IN CHICAGO'S SOUTH SIDE

City of Chicago
Richard M. Daley, Mayor

Department of Planning and Development
Valerie B. Jarrett, Commissioner

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Adopted by Chicago Plan Commission
March 1995

City of Chicago
Richard M. Daley, Mayor

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MESSAGE FROM THE MAYOR

Chicago industry is putting the past to work to build a better future. The historical home of steel mills, stockyards and the nation's first industrial park, Chicago is now a pacesetter in forging a new model for industrial communities in an urban setting.

This new model adapts the best of the past to meet the needs of modern industry. Examples are everywhere. A former steel warehouse on the Calumet River is enjoying new life as an industrial park, generating 350 new jobs. A government records building in West Lawn has been refurbished and filled with new industrial tenants. And just a few blocks away, Nabisco is undergoing a $500-million expansion and modernization.

Together these projects represent a strong vote of confidence in Chicago as a place for industry to grow and prosper. They also serve as a continuing reminder of the importance of manufacturing–and the high-paying jobs, technological innovation and other benefits a healthy industrial sector brings to the local economy.

CORRIDORS OF INDUSTRIAL OPPORTUNITY: A PLAN FOR INDUSTRY ON CHICAGO'S SOUTH SIDE is one of three industrial land-use plans by the Department of Planning and Development that provide the framework to sustain and enhance this investment. Since its creation in 1992, the Department has reshaped the City's business development initiatives by directly linking them with our industrial planning process. Targeting the South Side's seven industrial corridors–concentrated areas of industrial investment and employment–this plan pinpoints suitable sites for new development and identifies key infrastructure needs.

To all those who are working to build these new industrial communities–including the businesses, organizations and individuals who contributed to this plan–I extend my thanks. All of Chicago will share in your successes.

Sincerely,

Richard M. Daley
MAYOR

ABOUT THIS PLAN . . .

CORRIDORS OF INDUSTRIAL OPPORTUNITY: A PLAN FOR INDUSTRY IN CHICAGO'S SOUTH SIDE is the third of three industrial land-use plans by the City of Chicago. Together these area plans define a citywide framework for industrial land use that will be implemented through zoning review and targeted public investments. They enable the City to utilize land-use planning and zoning to focus and coordinate economic development efforts in Chicago's industrial employment centers.

This PLAN FOR INDUSTRY IN CHICAGO'S SOUTH SIDE assesses the physical characteristics, development potential and capital improvement needs of Chicago's seven South Side industrial corridors. It also sets forth a revised industrial land-use policy adopted by the Chicago Plan Commission in November 1993. This policy is designed to foster the expansion and modernization of Chicago's industrial companies by enhancing the physical environments in which they operate. It provides a foundation for the City's overall industrial development strategy, of which the three industrial corridor plans are a key part.

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Industrial Land-Use Policy

CREATING AND PRESERVING QUALITY JOBS for Chicago residents is the primary economic development goal of the City of Chicago. To meet this goal, the City encourages a diversified economy which provides an array of employment opportunities and can readily adapt to changes in regional and international markets.

A strong manufacturing sector is critical to a diversified economy. Manufacturing often provides high-paying jobs and supports important secondary labor markets. Manufacturing creates wealth in the local economy by adding value to goods, fostering advanced technologies and spurring the development of new industries. The continued strength of the city's industrial base sets Chicago apart from other older industrial centers and calls for unique economic development strategies. The City's industrial land-use policy sets forth a strategy for industrial development that is uniquely urban. It recognizes that the growth of Chicago's economic base will take place in built environments and will be driven largely by the expansion and modernization of existing companies. As such, this policy is the physical backbone of a broad economic development agenda, which includes technology assistance, workforce training and investment incentives.

Chicago's industrial corridors not only constitute the city's primary resource of space for industrial development: they are already home to a large portion of the city's industrial base. The primary goal of the industrial land-use policy is to foster the expansion and modernization of Chicago's industrial companies by enhancing the physical environments in which they operate.

Chicago is a city of industrial neighborhoods. Just as residential communities need appropriate public investment to make them pleasant places in which to live, industrial areas require specific types of improvements to meet constantly evolving needs. Among its many amenities for industry, Chicago must be able to offer safe, functional and attractive places in which to do business.

Industrial corridors must be served by well-maintained infrastructure that accommodates modern production and transportation. Corridors must have well-defined boundaries and separation from incompatible activities so that operations are not in conflict with neighboring uses. They must be safe places where employees feel secure and companies do not hesitate to entertain customers. Industrial corridors must be provided with physical amenities, such as attractive streetscapes, trees, signage and gateways, too often overlooked in economic development strategies.

The City has already implemented a number of initiatives to reinvent its industrial areas. Industrial capital improvement dollars are being targeted to corridors to ensure that bridges can accommodate industrial loads, viaducts have adequate clearances, and streets are rebuilt to industrial standards. In addition, the industrial street vacation program is turning outdated street patterns into more useful and attractive spaces for companies throughout the city.

The City's industrial land-use policy is supported by the following strategies that incorporate existing programs and new initiatives in a corridor-targeted approach:

A. Create Accessible and Attractive Environments throughout the City's Industrial Corridors.

Corridors are target areas for coordinated private and public investments in the physical environment. The City has three goals in implementing these investments.

1. **Provide efficient access to major transportation links and smooth internal traffic circulation.**

   Most industrial capital improvement dollars are being targeted to corridors to ensure that bridges can accommodate industrial loads, viaducts have adequate clearances, and streets are rebuilt to industrial standards. These improvements will remain a priority of the City's Capital Improvement Program. Future improvements will be coordinated through an interdepartmental program to identify and regularly update these industrial infrastructure needs.

2. **Strengthen the physical identity of corridors and provide the range of amenities companies expect to find in a contemporary industrial park environment.**

   The City will collaborate with community-based agencies funded under the delegate agency program in preparing and implementing specific improvement plans focusing on the

physical environment of each corridor. It will also coordinate with CitySpace, an interagency open space plan for the city, to identify amenities in industrial corridors. One program, already in place, is the industrial street vacation program which converts outdated street patterns into more useful and attractive spaces for companies throughout the city.

3. **Facilitate the development of underutilized industrial corridor properties.**

The City is committed to modernizing and expanding industrial space available for development in corridors. Current and future development opportunities will be highlighted in the City's Site Assistance Program and in marketing programs to attract, expand and retain industry. Some of these opportunities may be large enough to serve as mini-industrial parks within a corridor.

Some extraordinary development costs are being offset through a variety of public sector initiatives. Funding will be continued for finance and site development and programs to assist the private sector in developing these sites. On the legislative side, the City is pursuing an aggressive Federal agenda to reduce regulatory and financial barriers to the redevelopment of contaminated industrial sites.

B. Assure Stable Land Use within the Corridors through Improved Zoning and Land Use Regulation.

The City is committed to assuring that appropriate land use is maintained in industrial corridors. Three actions will be proposed to the City Council to achieve this objective.

1. **Require that proposals for nonindustrial development in industrial corridors undergo full review through the planned development process.**

The rezoning of land in a corridor to a nonindustrial zoning classification should be avoided. It is recognized, however, that in particular cases such rezoning may be appropriate. All proposals for rezoning of parcels in industrial corridors to residential, business or commercial uses should require submission of a detailed development plan and approval by the Chicago Plan Commission as a planned development.

Approval should be granted only after a determination that the following conditions have been met:

(a) the physical characteristics of the site make it intrinsically unsuitable for industrial development. Physical constraints include irregular site configuration, access barriers and other site-specific issues that, taken together, limit development;

or

substantial change in the character of the immediately surrounding area makes industrial redevelopment of the site impractical. Such change would be indicated by adopted plans, patterns of rezoning or the establishment of significant adjoining nonindustrial uses;

or

the proposed nonindustrial development fills an unmet need for a neighborhood service or public facility; and

(b) the proposed nonindustrial development will not result in burdensome zoning or other regulatory restrictions on neighboring industries; and

(c) traffic to be generated by the development must not exceed existing street capacity (or otherwise be accommodated through specific measures to be taken by the applicant).

Approval as a planned development should be subject to a "sunset" provision, requiring the proposed development to be substantially underway within a reasonable period of time to ensure that projects approved represent viable developments.

2. **Give full consideration to the operational needs of existing industries when reviewing proposals to rezone property near industrial corridors.**

The development of land outside of corridors should be consistent with the long-term needs of the area. Where a proposed rezoning adversely impacts an industrial corridor, the rezoning should be modified or discouraged. Adverse impacts may include, among other things:

(a) increased traffic and on-street parking that decrease the availability, safety or convenience of road or rail traffic movements to nearby industrial businesses; and

(b) increased zoning or other regulatory restrictions that limit hours of operation, noise or other operational characteristics of nearby companies.

3. **Update the existing zoning standards for manufacturing districts to bring them in line with the needs of modern industrial development.**

   The manufacturing classifications in the Chicago Zoning Ordinance should be modified to reflect uses and standards that meet the needs of modern industry and the characteristics of these corridors. The revised classifications should allow nonindustrial uses only to the extent that they provide services in support of industrial businesses or otherwise promote the integrity and viability of industrial corridors. The Planned Manufacturing District designation process may be the most appropriate mechanism for achieving this goal in certain industrial areas. Once the revised classifications are developed, it may be necessary to change the zoning within corridors to make it consistent with the type of development projected for specific areas.

South Side Industrial Development

CORRIDORS OF INDUSTRIAL OPPORTUNITY: A PLAN FOR INDUSTRY IN CHICAGO'S SOUTH SIDE is the third of three regional land-use plans for industrial areas in Chicago's North, West and South Sides. This final plan addresses that part of the city bounded generally by Archer Avenue to the north, Lake Michigan to the east and the city limits to the south and west.

Within this area are found seven distinct industrial corridors, containing seven square miles of industrial land and employing 50,000 workers in over 500 industrial firms. These corridors range widely in size, density, land use distribution, building stock and infrastructure. This plan describes the key characteristics of each corridor, identifies sites suitable for new industrial development and recommends needed infrastructure improvements.

Industrial Land Use–Past and Present

While some South Side industrial corridors have experienced their greatest growth only recently, others have been hubs of business activity for a century or longer. Ready rail and water transport attracted the first heavy manufacturing to the Calumet River region as early as the 1870s. These early steelmakers helped spark an industrial expansion across Lake Calumet to the new Pullman community in the last decades of the 19th century.

At the same time, Chicago's booming meat-packing industry was the engine driving another major industrial concentration centered on the Stockyards area of the near southwest side. Out of this expansion emerged a new model that revolutionized industrial development. The Central Manufacturing District, precursor to all modern industrial parks, was the first manufacturing community to provide centralized management and utilities and a controlled physical environment for its occupants.

TABLE 1: SUMMARY STATISTICS FOR SOUTH SIDE INDUSTRIAL CORRIDORS

	Stockyards	Brighton Park	Harlem	Greater Southwest	Burnside	Pullman	Calumet	TOTALS
Industrial Base								
Industrial Firms	218	74	53	60	26	35	64	**530**
Industrial Workers	17,788	6,359	2,861	8,580	3,750	3,250	7,791	**50,379**
Predominant SIC Group(s)[1]								
...by # of Firms	20	34	26/34/51	50	26	42	33	-
...by # of Workers	20	34	28	20	26	42	37	-
Land Use in Acres								
Active Industrial	950	256	113	709	207	329	2,268	**4,832**
Non-Active Industrial	19	15	3	51	< 1	24	103	**215**
Vacant	184	102	3	98	65	62	1,071	**1,585**
Nonindustrial	194	17	5	42	< 1	21	4	**283**
TOTALS	1,348	390	124	900	272	434	3,447	**6,915**
Employment Density								
Workers per Acre	13	16	23	10	14	7	2	-
Workers per Acre of Industrial Land	19	25	25	12	18	10	3	-
Workers per Firm	82	86	54	143	144	93	122	-

[1] Key to SIC (Standard Industrial Classification) Groups:

20 Food & Kindred Products
26 Paper & Allied Products
28 Chemicals & Allied Products
33 Primary Metal Industries
34 Fabricated Metal Products
37 Transportation Equipment
42 Trucking & Warehousing
50 Wholesale Trade--Durable Goods
51 Wholesale Trade--Nondurable Goods

The other South Side industrial corridors–Brighton Park, Greater Southwest, Harlem and Burnside–reached maturity only after World War II. These areas are more likely to exhibit the physical attributes–high-cube buildings, ample truck-loading areas, controlled street access–that are generally associated with newer industrial parks. But older manufacturing districts as well are now renewing themselves through a resurgence of investment. In this way, a modern business environment is being shaped out of the foundations left by an earlier generation of industry.

This modern environment, although borrowing much from the suburban business park model, is rooted in a new paradigm for industrial communities in an urban context. That paradigm melds the primary attributes of a controlled industrial environment–security, manageability, efficiency and attractive design–with the accessibility to the Central Business District and multiple modes of transport that only an in-city location can offer.

A primary goal of the City's industrial corridor planning process has been to identify areas where such an environment can be created and nurtured. To further this process, the Department of Planning and Development has established the Model Industrial Corridors Initiative, a new program that directly funds strategic planning and capital improvements for these corridors. In the South Side, industrial development organizations in the Greater Southwest and Calumet Corridors have been awarded grants to prepare strategic plans for these corridors. The Model Corridors program will make available up to $1.5 million in project funds to implement the plan recommendations for each corridor.

To learn the current distribution of industry and gauge the potential for new development in the South Side, the Department of Planning and Development surveyed all significant concentrations of land zoned for manufacturing and compiled detailed data on existing land use and employment. This information was used to construct a profile of each industrial corridor. At the same time, meetings were held with local industrialists, business associations and others familiar with the needs of these corridors in order to pinpoint key infrastructure priorities and development opportunities.

As defined in this plan, an industrial corridor is a contiguous, cohesive area that is characterized by a preponderance of active industrial uses and that can be expected to maintain this basic character in the future. In industrial corridors, the parcel configurations, transportation access, separation from nonindustrial uses, local circulation patterns and other physical characteristics lead to a reasonable expectation of continued industrial activity and further development.

Industrial corridor boundaries reflect the existing, established pattern of industrial land uses and differentiate these areas from those that are basically nonindustrial in character. Corridors do not comprise the totality of manufacturing-zoned land or industrial land uses in Chicago; but they do represent the key concentrations of industrial investment and employment, providing a framework to guide future public investment and land-use regulation.

Industrial Development Potential

Although the South Side (particularly the Far South Side) contains an abundance of vacant land in and around established industrial areas, a variety of factors can affect the ready availability of property for new industrial uses. Much of this land lacks the basic infrastructure needed for development, including streets and essential utilities such as sewer and water service. In some cases, truck access is blocked by active rail lines that cannot be crossed at grade. Redevelopment of other sites is impeded by obsolescent buildings or environmental contamination, legacies of years of heavy industrial use.

Nonetheless, ample opportunities for industrial development do exist in the South Side, with site sizes ranging up into the hundreds of acres. This plan highlights twelve such opportunities, all currently unoccupied, but several with site improvements or other features that make them particularly attractive for redevelopment. These sites are featured in the individual industrial corridor profiles in Section II. Four of the largest, listed below, are mapped and described in greater detail in Section III.

Site	Location	Acreage
Southeast Quadrant	Stockyards Corridor	55
59th Street Conrail Yard	Vicinity 59th/Western	81
Belt Railway at Columbus	Greater Southwest Corridor	55
South Works	Calumet Corridor	230

One of these sites merits special mention. The former South Works steel mill of USX Corporation, on the shores of Lake Michigan between 79th Street and the Calumet River, represents the largest contiguous, developable site in the city. Because of its sheer size and proximity to other, active industrial areas, South Works' redevelopment would have far-reaching impacts on Calumet-area industry. The City encourages the inclusion of a significant industrial component in any development plan for the property.

Industrial Infrastructure

Infrastructure has been central to the South Side's industrial success throughout its history, although the focus has shifted over time. Where once industry sought out locations well-served by rail or water transport, in recent years the development spotlight increasingly has turned to areas with superior street and expressway access. South Side industrial corridors are well-situated to take advantage of this evolution.

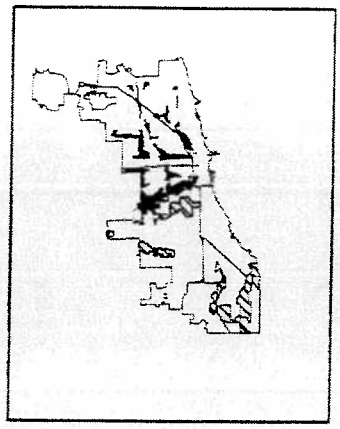
The primary expressways serving these corridors are the Stevenson (I-55), Dan Ryan (I-90/94) and Calumet (I-94). (A fourth high-speed route, the Chicago Skyway toll bridge [I-90], links the South Side with northwest Indiana, but is not regularly used by local industry due to high tolls and poor street connections.) Rail lines serve all seven South Side corridors; intermodal facilities located in or near the corridors facilitate the movement of goods between truck and railcar. This confluence of ready highway and rail access (and in the Calumet Corridor, water access as well) should continue to be a magnet for future industrial investment in these corridors.

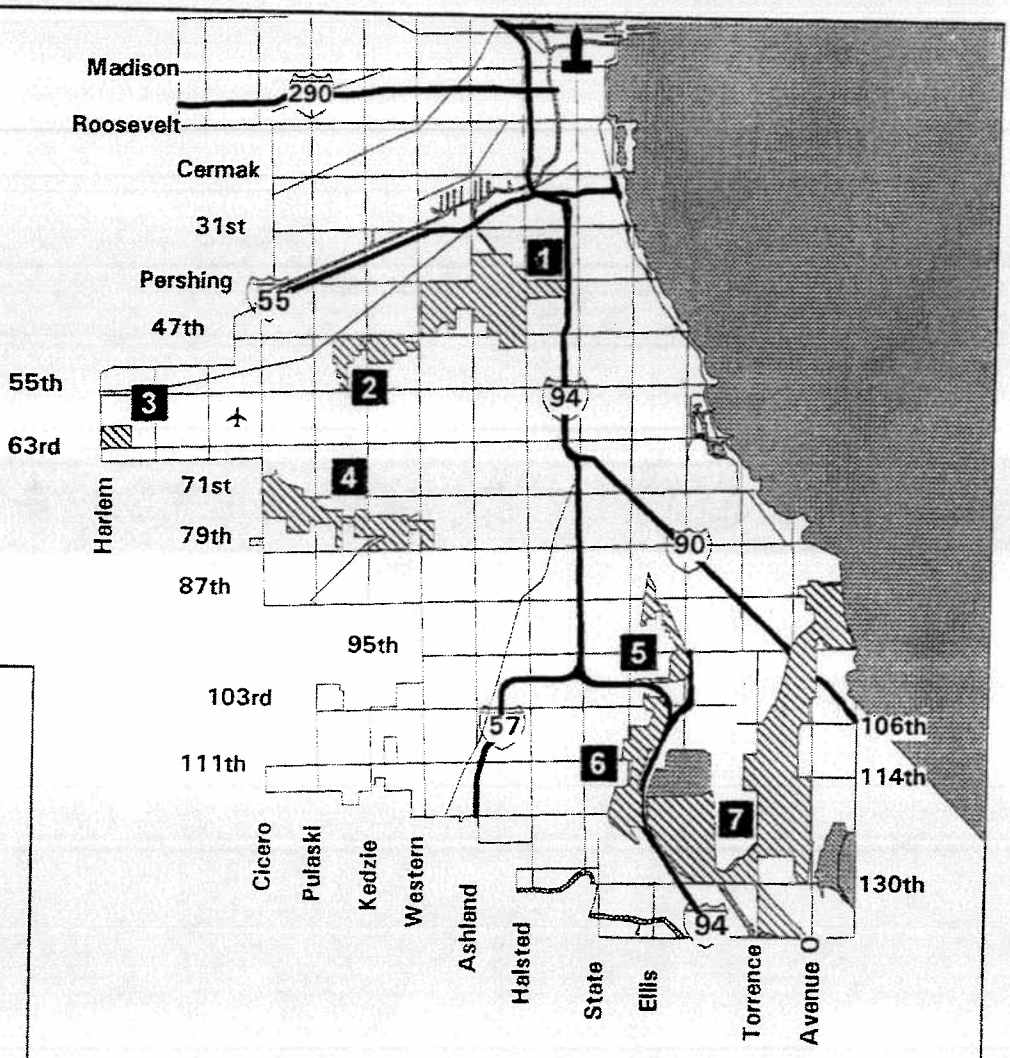
Maintaining these transportation channels and improving access for Chicago industry is the City's primary industrial infrastructure goal. To that end, the City has designated a network of arterials and industrial streets as truck routes to connect industrial corridors with the highway system and national markets. On these designated routes, the truck weight limit is raised from 72,380 to 80,000 pounds, consistent with weight limits elsewhere in Illinois and in other major cities. The City has also revamped its permit fee system so that it will not serve as a disincentive to conduct business in Chicago. Fee collections will support a special budget account to be used for the maintenance, repair and upgrading of streets and highways.

This commitment is already being supported with a substantial investment of capital dollars. Between 1990 and 1994, the City completed $27 million in capital improvements to support South Side industrial corridors; an additional $52 million in projects are currently funded for construction. These improvements, along with additional projects recommended for future funding, are detailed in tables accompanying each corridor profile in Section II. The recommended projects will be prioritized for engineering and construction funds under the City's 5-year Capital Improvement Program (CIP).

II. SOUTH SIDE INDUSTRIAL CORRIDORS

FIGURE 1





1 STOCKYARDS

2 BRIGHTON PARK

3 HARLEM

4 GREATER SOUTHWEST

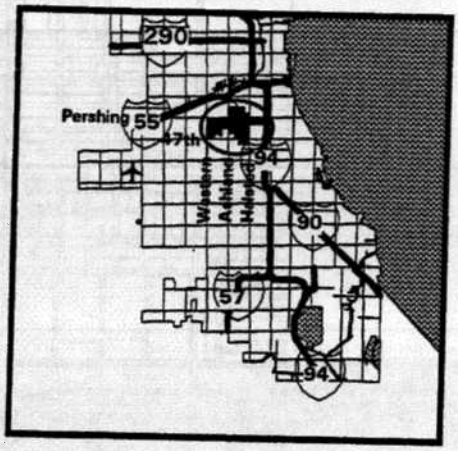
5 BURNSIDE

6 PULLMAN

7 CALUMET

Stockyards Industrial Corridor

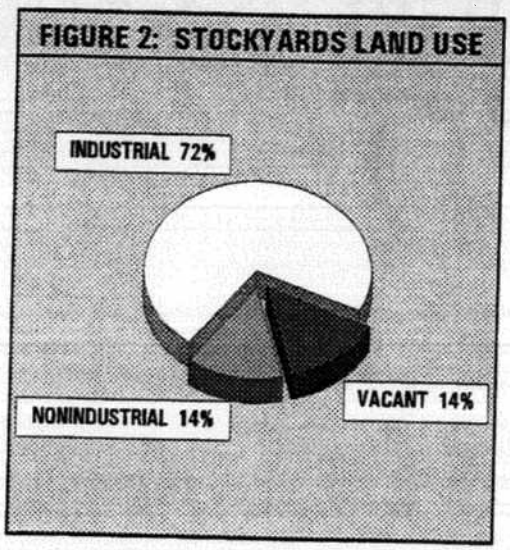
THE STOCKYARDS INDUSTRIAL CORRIDOR contains 1348 acres of land zoned primarily for manufacturing on the near southwest side, approximately 4½ miles from the Loop. One of Chicago's oldest manufacturing districts, the Stockyards Corridor employs more workers than any other industrial corridor in the city. The boundaries of the corridor are shown in Figure 3.



Centered on the site occupied for over 100 years by the Union Stock Yards, this industrial area continues to serve as a vital economic engine for the South Side. Since the 1960s the Stockyards Corridor has made the transition to a contemporary industrial environment, while still preserving reminders of its long history as "hog-butcher to the world."

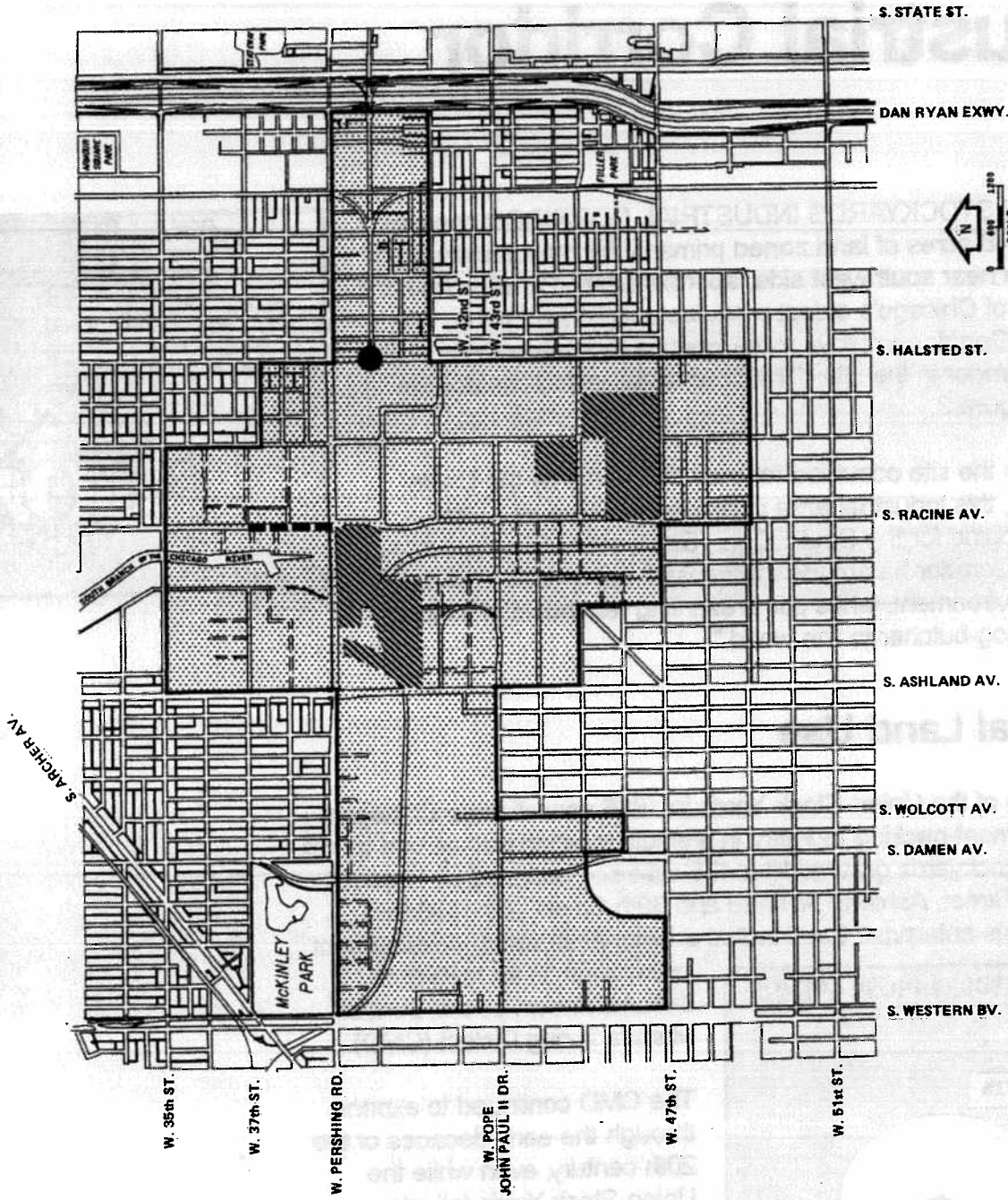
Industrial Land Use

The opening of the Union Stock Yards in 1865 consolidated Chicago's burgeoning meat-packing industry in a single location well-served by rail lines. The stockyards grew to fill a 475-acre site bounded by Halsted Street, 47th Street, Ashland Avenue and 39th Street. By 1890 the success of this enterprise had kindled additional industrial development to the west, in an area that became known as the Central Manufacturing District (CMD).



The CMD continued to expand through the early decades of the 20th century, even while the Union Stock Yards fell into decline as a meat-packing center. By the 1950s the old stockyards had become obsolete, as meat packers switched from rail to truck transport and sought to relocate their processing activities closer to livestock providers.

FIGURE 3: STOCKYARDS CORRIDOR



LEGEND

- Industrial Corridor
- Industrial Development Opportunity
- Proposed Street Improvement
- Proposed Viaduct Improvement

But before the Union Stock Yards finally closed in 1970, the seeds of an industrial rebirth had already been sown. In 1965, a $6.5-million grant from the U.S. Economic Development Administration enabled the City to begin construction of an internal street system on the stockyards site, catalyzing the eventual creation of thousands of jobs.

Land use in the Stockyards Corridor is 72% industrial, 14% nonindustrial and 14% vacant. The industrial building stock ranges from modern plants constructed on the Union Stock Yards site (now known as the Stockyards Industrial Park) to older, multi-story structures dating to the original development of the CMD. Although there is an abundance of vacant land for future development, some of it now lacks the infrastructure needed to attract new industrial users.

Recent years have seen large-scale retail/commercial development on the southern fringe of the Stockyards Corridor at Halsted Street and (just outside of the corridor) at 43rd Street and Damen Avenue, but these projects have not undermined the stability of established industrial areas. Tax increment financing proceeds from this development have enabled the City to commit up to $10 million in financial assistance for two companies, Culinary Foods and Luster Products, that are building new plants on vacant land within the former stockyards site.

Industrial Infrastructure

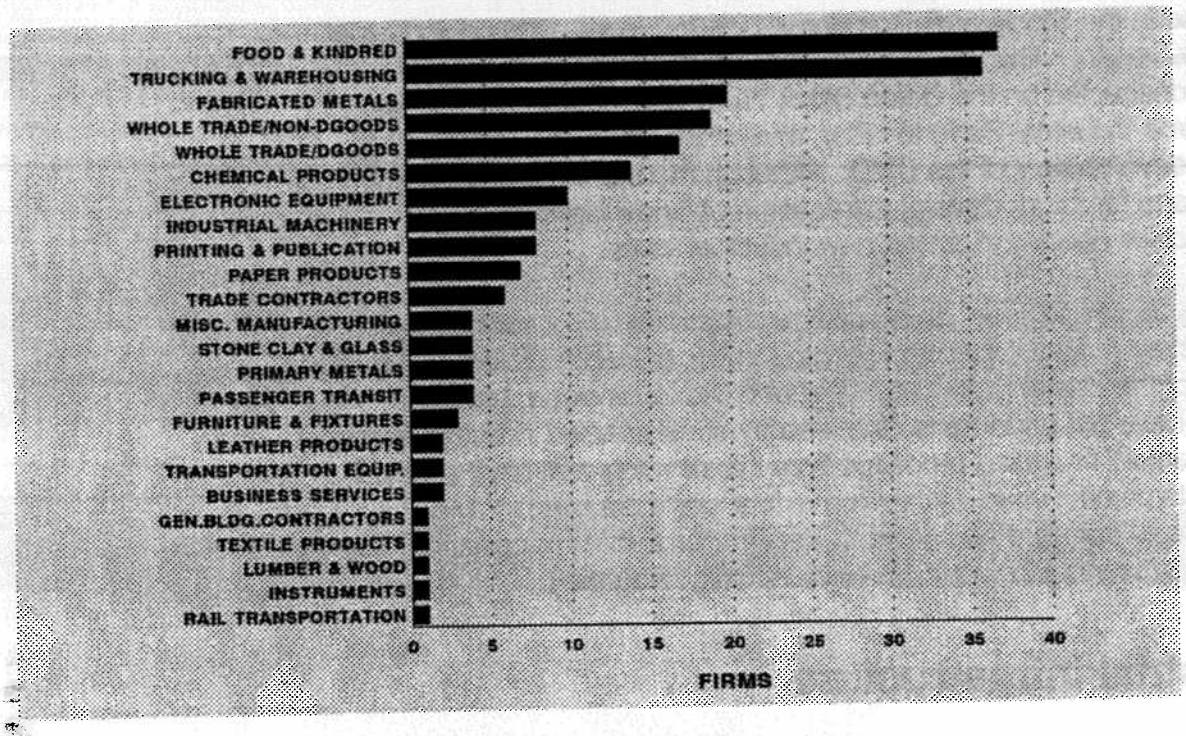
The Stockyards Corridor is well situated for quick access to both the Dan Ryan and Stevenson Expressways. Full interchanges with the Dan Ryan (I-90/94) are found at Pershing Road and 47th Street, just east of the corridor. Stevenson (I-55) interchanges are located one mile north at Damen and Ashland Avenues.

Since the 1960s, the corridor's internal traffic circulation has benefited from the construction of a new street network on the Union Stock Yards site. Several east-west streets serving companies in the northern portion of the corridor are privately owned and maintained. Between 1990 and 1994, the corridor received a total of $2.6 million in public street improvements, including the resurfacing or reconstruction of major segments of 43rd Street, 47th Street and Ashland Avenue. An additional $7.8 million has been allocated under the City's Industrial Streets program for roadway construction in the northwest quadrant of the former stockyards site–funds generated through Tax Increment Financing proceeds from the Stockyards Mall retail development at 47th and Damen. Recommended for future funding in the City's 5-year Capital Improvement Program (CIP) is a complete

The former home of the Union Stock Yards has made the successful transition to a modern industrial environment, aided by City construction of an internal street network on the site.

FIGURE 4: STOCKYARDS CORRIDOR INDUSTRIAL PROFILE

BY NUMBER OF FIRMS



BY NUMBER OF WORKERS

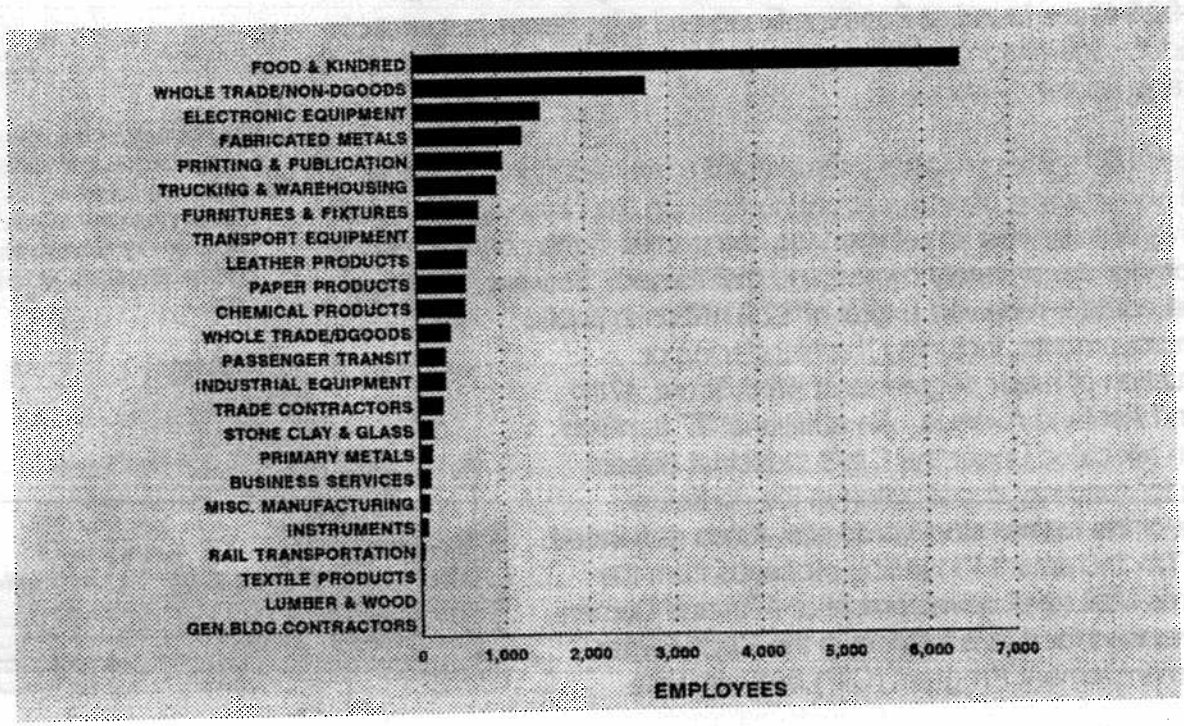


TABLE 2: INFRASTRUCTURE IMPROVEMENTS FOR THE STOCKYARDS CORRIDOR

COMPLETED 1990-94

PROJECT	LOCATION	COST
WITHIN THE CORRIDOR:		
Alley Improvement	4050 S Paulina	$35,000
Signalization	500 W Pershing	$152,000
Street Improvement	401 E - 1399 W 47th St	$1,708,000
Street Improvement	1600 - 2399 W 43rd St	$310,000
Street Improvement	3500 S Racine	$50,000
Lighting Upgrade	4000 - 4699 S Ashland	$348,000
	400 - 430 W Pershing	$41,000
ON ADJACENT TRUCK ROUTES:		
Intersection Improvement	2000 - 2079 W 35th St	$615,000
Intersection Improvement	3406 - 3499 S Archer	$616,000
Intersection Improvement	3406 - 3699 S Damen	$308,000
Signalization	4700 S Laflin	$76,000
Street Improvement	200 - 399 W 47th St	$201,000
Viaduct Clearance Improvement	4050 S Ashland	$1,080,000
Viaduct Lighting Upgrade	3100 S Ashland	$22,000

FUNDED FOR CONSTRUCTION

WITHIN THE CORRIDOR:		
Alley Improvement	4175 S Lowe	$30,000
Street Improvement	1000 - 1199 W 38th St & 1426 - 1599 W 38th St 1324 - 1530 W 41th St & 1530 - 1599 W 41st Pl & 1324 - 1399 W 42nd Pl & 4100 - 4230 S Justine & 4100 - 4299 S Packers	$2,552,000
Viaduct Clearance Improvement	3900 S Western	$7,800,000
		$1,505,000

RECOMMENDED FOR FUTURE FUNDING

WITHIN THE CORRIDOR:		
Street Improvement	3700 - 3899 S Racine	$500,000[1]
Viaduct Reconstruction	3700 - 4699 S Damen	$20,300,000[1]
Viaduct Clearance Improvement	4000 S Halsted	$810,000[1]
Viaduct Clearance Improvement	700 W Pershing	$860,000[1]
Viaduct Clearance Improvement	730 W Pershing	$860,000[1]

[1] Preliminary cost estimate

reconstruction of the Damen Avenue viaduct spanning the Conrail switching yard between 37th and 47th Streets.

Rail service is provided by Grand Trunk Western, CSX Transportation and Conrail, all active within the corridor. Conrail's facilities include a major switching yard situated between Ashland and Western Avenues.

Construction of Culinary Foods' new processing plant, underway at 42nd Street and Ashland Avenue, will enable the retention of 775 existing jobs and creation of an estimated 100 new jobs in the next three years.

Public transportation to the corridor has been upgraded with the Chicago Transit Authority's 1993 opening of the Orange Line, which includes stations at Ashland/Archer, 35th/Archer and 49th/Western, all within one mile of the corridor's boundaries. Rapid transit service is also available via the Red (Dan Ryan) Line, which stops at 47th Street less than a mile to the east. CTA bus routes operate on most of the corridor's north-south and east-west arterials. Discussions are currently underway for the CTA to provide expanded bus service within the Stockyards Industrial Park.

Industrial Base

The Stockyards Corridor is home to 218 firms employing 17,788 workers. The predominant industrial sector based on both employment and number of firms remains food and kindred products, employing 33% of the corridor's industrial workers in 37 companies. Many of the largest employers are in food products, including William Wrigley Jr. Company, Glenmark Corporation, Guernsey Dell and American Meat Packing. The second leading sector by number of firms is trucking and warehousing (36 firms), followed by fabricated metals (20), wholesale trade of nondurable goods (19), wholesale trade of durable goods (17), railroad transportation (15) and chemical products (14).

In addition to the Culinary Foods and Luster Products projects noted above, another TIF designation will assist Farley Candy Company in relocating 200 workers from suburban Bedford Park to a site at 2005 W. 43rd Street. Other recent investments have included construction of new office space by Safety Kleen in the northwest quadrant of the Stockyards Industrial Park and a new asphalt recycling plant on 47th Street adjacent to an existing recycling operation.

Industrial Development Potential

Many small sites are available for industrial development in the Stockyards Corridor. The City is working aggressively to resolve

problems of poor street access or obsolescent buildings that have hindered redevelopment of some of these properties. Reconstruction of Packers Avenue, 41st Place and other streets (using TIF funds and a grant from the U.S. Economic Development Administration) will provide full truck access to several sites in the Stockyards' Northwest Quadrant. A 47-acre site in the Southeast Quadrant is being readied by the City for potential future development through demolition of a vacant cold storage warehouse.

Another large site, located just west of the Damen Avenue viaduct near 43rd Street, contains approximately 30 acres of vacant land adjoining active railroad tracks that cannot now be crossed at grade. Engineering work is underway for a replacement to the existing viaduct that should open up direct street access to the site. When that project is completed (probably no earlier than 1998), this property will become accessible for industrial development.

Most of the Stockyards Corridor also falls within Chicago's Empowerment Zone, as designated by the U.S. Department of Housing and Urban Development in December 1994. Within the zone, businesses are eligible for a wide variety of local, state and federal development incentives, including employer wage credits for hiring of zone residents, tax-exempt bonds, and a total of $100 million in Social Services Block Grant funds.

Development Opportunities

Southeast Quadrant: a total of 55 acres in 2 sites in the southeast quadrant of the old stockyards. For more information, turn to Section III.

Northwest Quadrant: a total of 19 acres in various sites located in the stockyards' northwest quadrant.

43rd and Marshfield: an unimproved, 9-acre site covering a full city block along the north side of 43rd Street.

Recommendations

Streets

- Reconstruct (and remove unused railroad crossings from) Racine Avenue between 37th Street and Pershing Road.
- Restrict parallel parking where it interferes with loading docks on 37th Street between Ashland Avenue and Iron Street.

For more information on the Stockyards Industrial Corridor, please call Paul Ladniak of the Back of the Yards Neighborhood Council at 312/523-4416 or David Ortiz of the Chicago Department of Planning and Development at 312/744-7223.

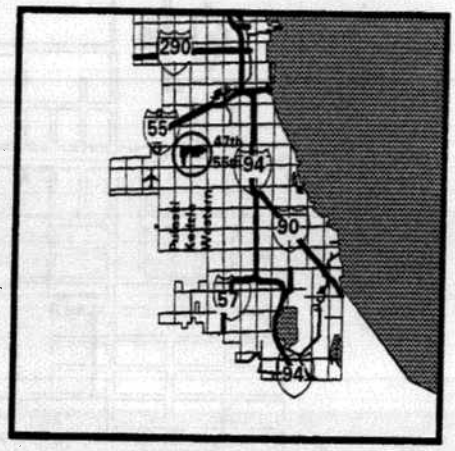
Viaducts

- Reconstruct the Damen Avenue viaduct to enable direct street access to vacant industrial land at 43rd Street and Damen.

- Increase clearances under the viaducts at 4000 S. Halsted Street and 700/730 W. Pershing Road.

Brighton Park Industrial Corridor

THE BRIGHTON PARK INDUSTRIAL CORRIDOR contains 390 acres of land zoned primarily for manufacturing, located immediately southwest of the Stockyards Corridor. It extends for more than 1½ miles on either side of the Grand Trunk Western Railroad from Western Avenue west to Lawndale Avenue, between 47th and 51st Streets. The boundaries of the corridor are shown in Figure 6.

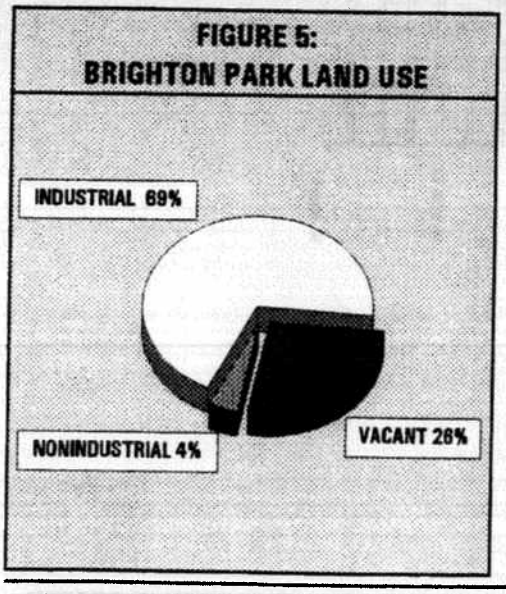


The Brighton Park Corridor has attracted many small and mid-sized companies seeking a central location with strong expressway and railroad access. Corridor firms also include some of the city's largest industrial employers, with most of the biggest industrial users concentrated along 51st Street and Western, California and Lawndale Avenues. While its proximity to residential areas offers an abundant skilled labor supply, parts of the corridor have also come under pressure from commercial development since the 1980s.

Industrial Land Use

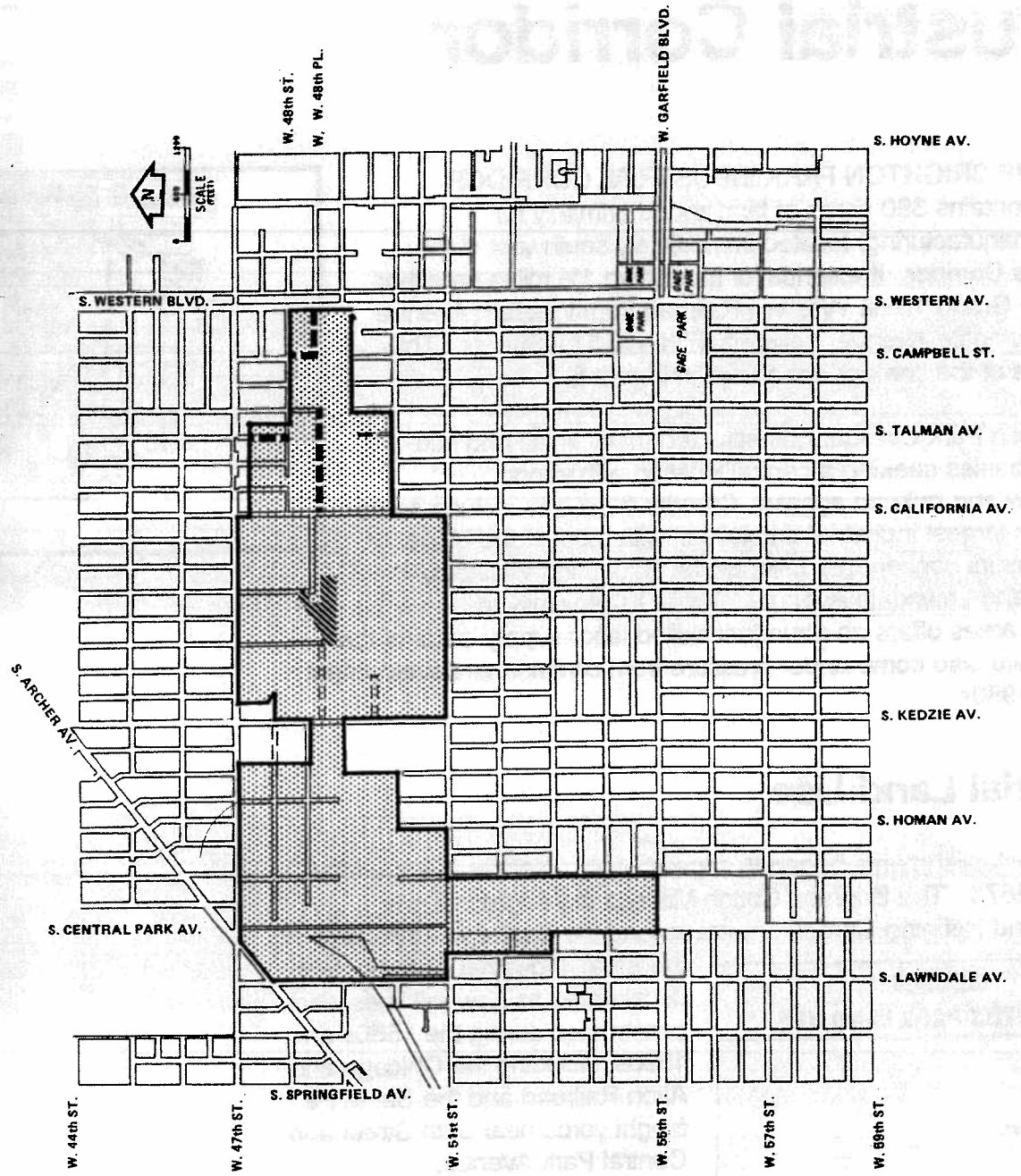
Industrial establishments began to appear west of Kedzie Avenue after the fire of 1871. The Brighton Cotton Mill and the Brighton Silver Smelting and Refining Company were among the first large employers in the area. Industrial development accelerated as new rail lines were constructed during the 1880s and 1890s, including the Chicago and Alton Railroad and the Santa Fe freight yards near 35th Street and Central Park Avenue.

FIGURE 5:
BRIGHTON PARK LAND USE



After the turn of the century, additional industries such as fabricated metals developed along and west of Western Avenue, influenced by the expansion of the nearby stockyards and the establishment

FIGURE 6: BRIGHTON PARK CORRIDOR



LEGEND

- Industrial Corridor
- Industrial Development Opportunity
- Proposed Street/Alley Improvement

of the Central Manufacturing District. In the early 1900s trustees of the District began to acquire land for further industrial development in the area, which became known as the Kedzie Industrial District. More expansion occurred after 1930 along the rail lines that continue to serve the present-day Brighton Park Corridor.

Land use in the Brighton Park Corridor is 69% industrial, 4% nonindustrial and 26% vacant. Building stock is primarily of modern design, with over 80% single-story structures. Most of the vacant land is dispersed among small sites, none larger than 8.5 acres.

Compact in size, the Brighton Park Corridor is bisected along an east-west axis by the tracks of the Grand Trunk Western Railroad. On the west side of Kedzie Avenue are two large retail developments that separate the corridor into east and west subareas. Most of the corridor's largest industrial employers are located east of Kedzie Avenue, including (south of the railroad tracks) Central Steel and Wire and (north of the tracks) Royal Crown Bottling. West of Kedzie the largest employer is World's Finest Chocolate.

Industrial Infrastructure

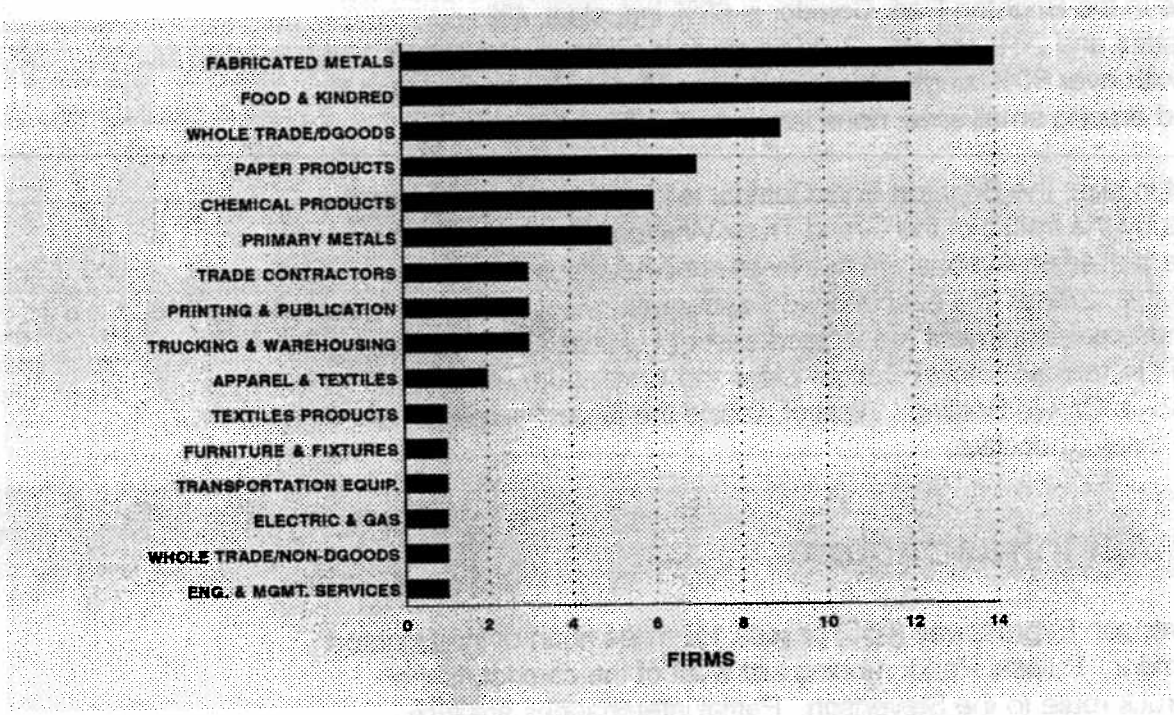
The Stevenson Expressway (I-55) passes 1½ miles north of the Brighton Park Corridor. Pulaski Road, running just west of the corridor, is the primary truck route to the Stevenson. Partial interchanges are also found at Kedzie and California Avenues. Pershing Road and 51st Street serve as truck routes to the Dan Ryan Expressway (I-90/94), approximately 2½ miles from the corridor's eastern boundary. Resurfacing and signalization improvements totalling $6.8 million have been recommmended in the CIP for Kedzie between 47th Street and the Stevenson and for 51st between Halsted Street and Kedzie. In addition, over $1.7 million has been allocated to increase the clearances under the two viaducts at 47th and Archer Avenue, just northwest of the corridor.

Rail users are served by three active lines in the Brighton Park Corridor: the Grand Trunk Western, Indiana Harbor Belt and Conrail. Corridor industries also enjoy access to nearby intermodal facilities operated by Santa Fe Pacific, Southern Pacific and Conrail. Santa Fe's Corwith Yard, at 43rd Street and Kedzie, includes one of the nation's busiest intermodal facilities. A $35-million expansion is expected to boost the yard's intermodal handling capacity by 30% when completed in 1997.

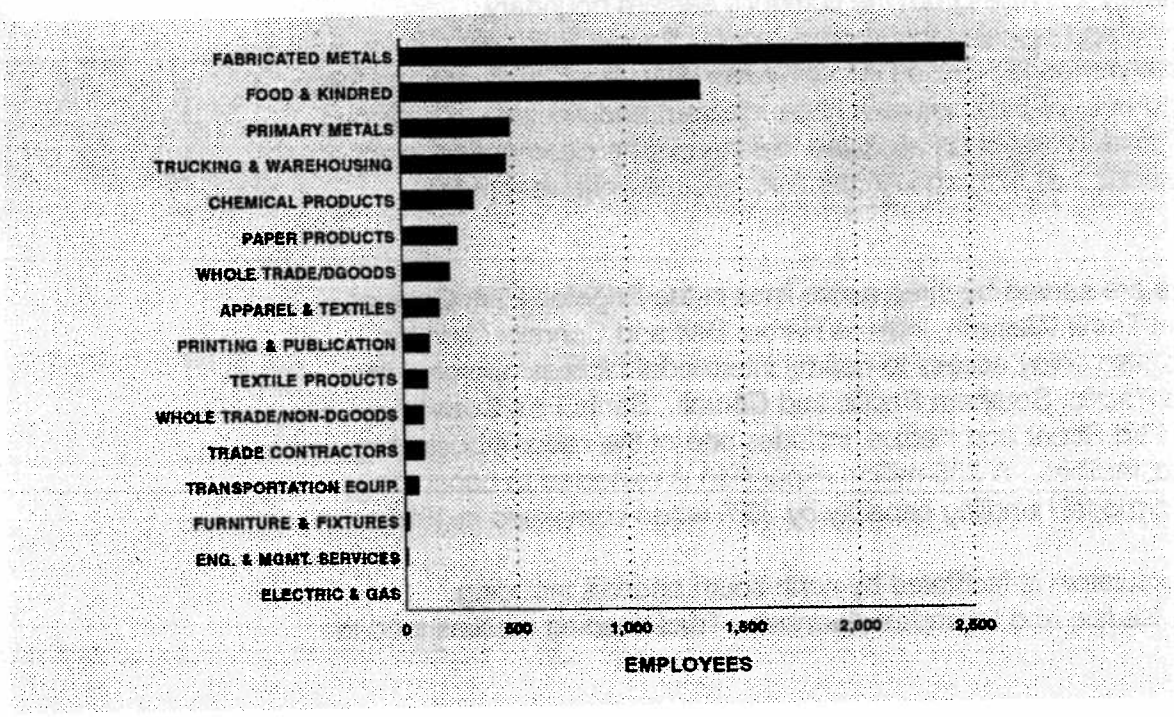
Internal circulation is facilitated by north-south arterials including Western, Kedzie and Lawndale Avenues. Truck-loading facilities tend to

FIGURE 7: BRIGHTON PARK CORRIDOR INDUSTRIAL PROFILE

BY NUMBER OF FIRMS



BY NUMBER OF WORKERS



be on secondary industrial streets or set back from major thoroughfares, minimizing interference with residential and commercial traffic. Smaller firms east of California Avenue or in the corridor's interior utilize secondary streets, some of them privately owned.

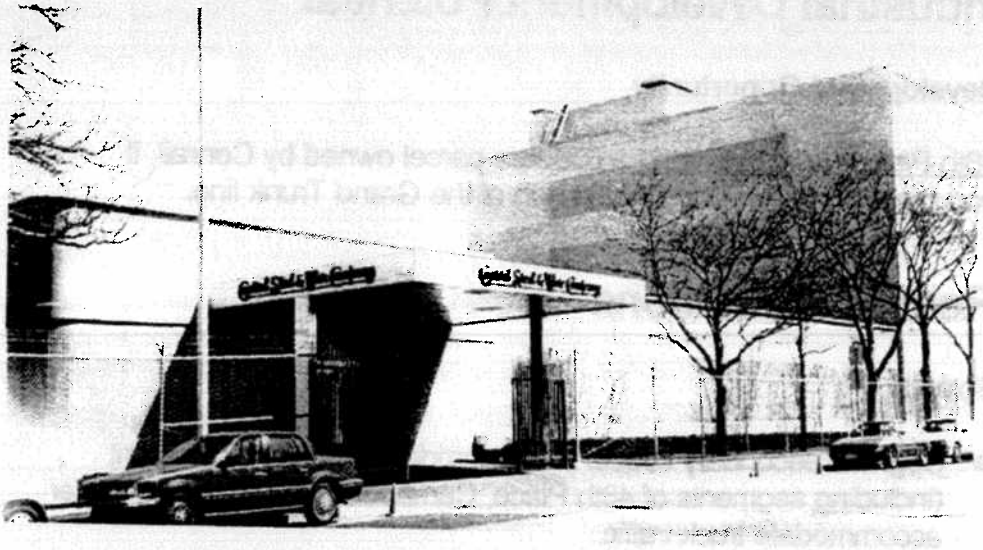
Conflicts with nonindustrial traffic are evident in the corridor's northeast quadrant, where local streets are shared with residential and commercial users. Several secondary streets in this area are in need of upgrading.

The CTA Orange Line now provides direct service through the Brighton Park Corridor with stations at Kedzie and Western Avenues. Bus service is available to the Loop via Archer Avenue, as well as on all major north-south and east-west streets in the corridor.

Industrial Base

The Brighton Park Industrial Corridor is home to 74 industrial firms employing 6359 workers. The predominant industrial sectors by number of firms are fabricated metals (14 firms) and food and kindred products (12), followed by wholesale/durable goods (9), paper products (7) and chemical products (6).

Fabricated metals (40%) and food and kindred products (21%) are also the leading sectors by employment. The largest employers, lying along the corridor's perimeter, include Central Steel and Wire with 1700 workers, Royal Crown Bottling employing 500 and World's Finest Chocolate with 400 employees. Other major companies include Roadway Express, SK Hand Tool, Siegal Steel and Hendrickson Spring. The balance of Brighton Park's industrial employers tend to be small or medium-sized firms in the corridor's interior.



Central Steel & Wire, a metal fabricator employing 1700 at 3000 W. 51st Street, is one of the southwest side's largest industrial employers.

TABLE 3: INFRASTRUCTURE IMPROVEMENTS FOR THE BRIGHTON PARK CORRIDOR

COMPLETED 1990-94

PROJECT	LOCATION	COST
ON ADJACENT TRUCK ROUTES:		
Intersection Improvement	3406 - 3499 S Archer	$308,000
Street Improvement	4700 - 4999 S Archer	$157,000
Street Improvement	5000 - 5099 S Pulaski	$60,000

FUNDED FOR CONSTRUCTION

WITHIN THE CORRIDOR:		
Viaduct Clearance Improvement	4650 S Archer (2 viaducts)	$1,750,000
Signalization	47th St & Homan	$95,000

RECOMMENDED FOR FUTURE FUNDING

WITHIN THE CORRIDOR:		
Street Improvement	2500 - 2799 W 48th Pl	$2,700,000[1]
Street Improvement	4800 - 4830 S Campbell	$68,000[1]
Street Improvement	4700 - 4799 S Talman	$136,000[1]
ON ADJACENT TRUCK ROUTES:		
Street Improvement	800 - 3200 W 51st St	$6,400,000[1]
Street Improvement	3500 - 4700 S Kedzie	$405,000[2]

[1] Preliminary cost estimate
[2] Engineering cost only

Industrial Development Potential

Development Opportunity

48th Place and Richmond: a 5.2-acre parcel owned by Conrail, it occupies a narrow strip of land north of the Grand Trunk line.

Recommendations

Streets

- Upgrade secondary streets in the corridor's northeast quadrant (including segments of 48th Place, Campbell and Talman) to better accommodate truck traffic.

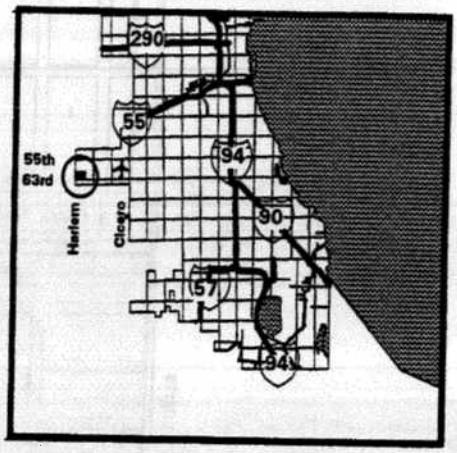
- Dedicate funds for construction of proposed street and signalization improvements for segments of 51st Street and Kedzie Avenue.

- The siting of two new CTA rapid transit stations in the corridor at Western and Kedzie Avenues raises the potential for increased conflicts between industrial and nonindustrial traffic on these busy arterials. This situation should be monitored by the City so that appropriate measures can be taken to mitigate any such problems in the future.

For more information on the Brighton Park Industrial Corridor, please call Paul Ladniak of the Back of the Yards Neighborhood Council at 312/523-4416 or David Ortiz of the Chicago Department of Planning and Development at 312/744-7223.

Harlem Industrial Corridor

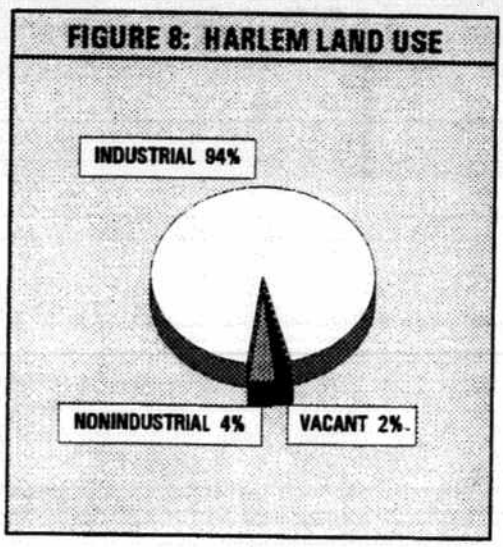
THE HARLEM INDUSTRIAL CORRIDOR contains 124 acres of land zoned primarily for manufacturing on the city's western border, 1½ miles west of Midway Airport. The South Side's smallest industrial corridor, it is bounded roughly by Harlem Avenue on the west, Oak Park Avenue on the east, 59th Street on the north and 63rd Street on the south. The boundaries of the corridor are shown in Figure 9.



The Harlem Corridor is a compact, modern industrial area well-suited to the needs of the small and mid-sized firms that predominate here. Since the 1960s, the corridor has remained a strong industrial community with a very high level of land utilization.

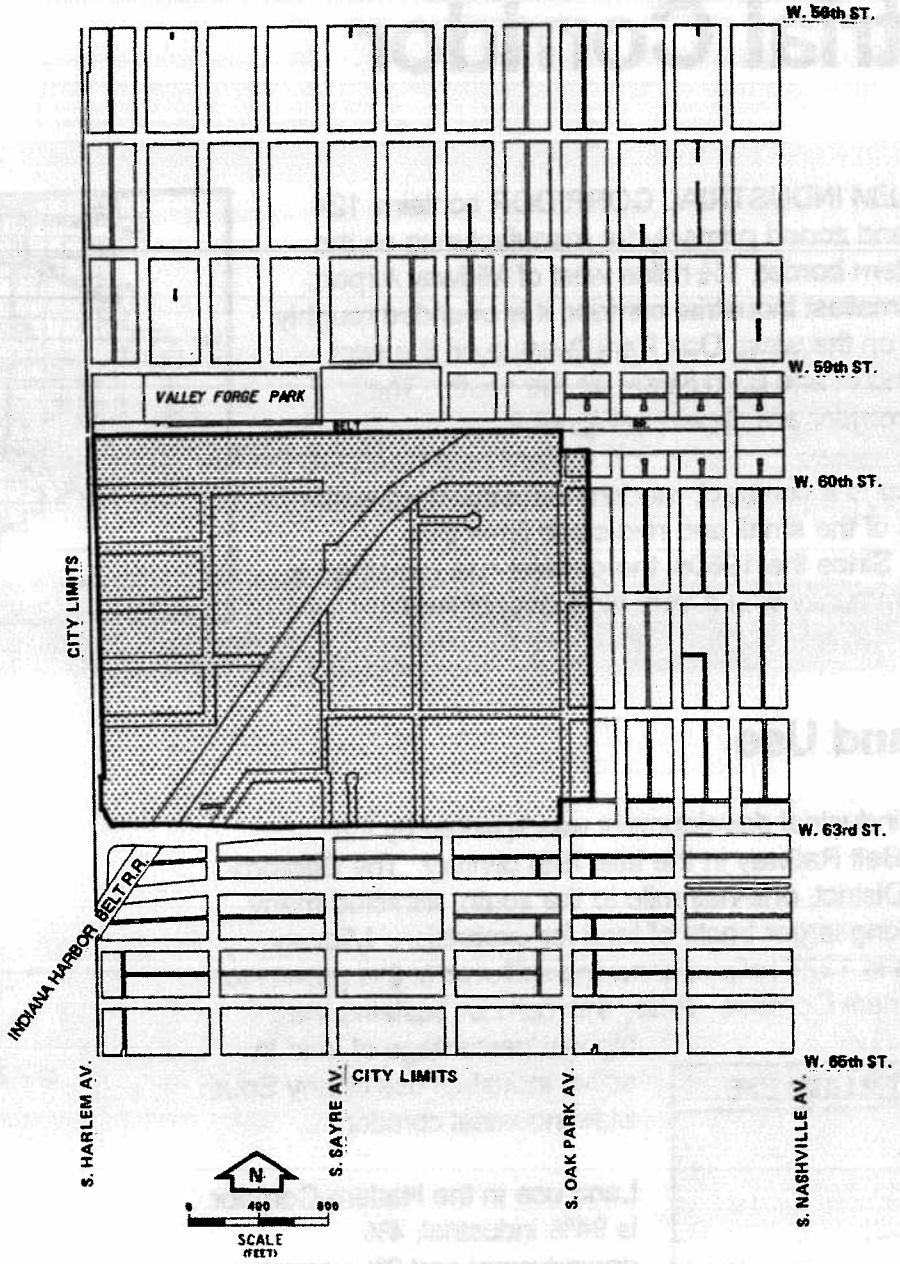
Industrial Land Use

The area's earliest industrial development was sparked by the construction of the Belt Railway in the late 19th century. The Bedford-Clearing Industrial District, one-half mile to the south, attracted many inner-city firms seeking larger tracts of land for expansion. Midway Airport's completion in 1927 helped draw the spillover of this growth to the present-day Harlem Corridor. Today this corridor sustains the highest percentage of land in active industrial use of any South Side industrial corridor.



Land use in the Harlem Corridor is 94% industrial, 4% nonindustrial and 2% vacant. Unique among South Side corridors, industry here is limited to light manufacturing uses by the absence of any M-2 or M-3 zoning. Most buildings are contemporary, single-story structures with ample truck access and loading facilities.

FIGURE 9: HARLEM CORRIDOR



LEGEND

Industrial Corridor

Commercial and residential land uses are quite limited in scope and do not conflict with industrial neighbors.

The Harlem Corridor is bisected from east to west by the tracks of the Indiana Harbor Belt Railway, splitting the corridor into two self-contained subareas. Both subareas are almost fully occupied, with no parcels of vacant land larger than 1½ acres; thus, availability of land for expansion is extremely tight.

Industrial Infrastructure

Harlem Corridor firms enjoy quick access to the Stevenson Expressway (I-55) one mile north via Harlem Avenue. Because the Belt Railway tracks effectively block any internal street connection between the east and west subareas, Harlem Avenue truck traffic must use eastbound 63rd Street to reach companies in the east. A southbound exit ramp from Harlem at 63rd helps alleviate delays at this busy intersection. Within the corridor, street improvements totaling $315,000 were recently completed on Sayre Avenue north of 63rd and Oak Park Avenue between 60th and 63rd Streets.

Availability of public transportation is more restricted in the Harlem Corridor than in most other South Side industrial areas. Limited CTA bus service is offered on 63rd Street; Pace (suburban) buses operate on both 63rd and Harlem. The closest commuter rail service is one mile away at west suburban Summit, on Metra's Heritage Corridor line.

Industrial Base

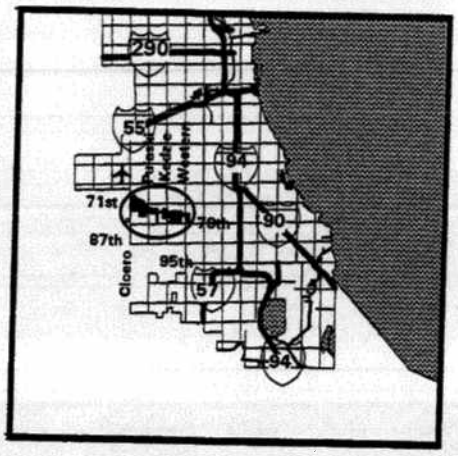
The Harlem Industrial Corridor is home to 53 firms employing 2861 workers. The corridor's makeup is highly diversified: leading industrial sectors by number of firms are paper products, fabricated metal products and wholesale trade (5 firms each).

The largest single employer is Hinckley & Schmitt, a bottled-water supplier that employs 765 in the west subarea of the corridor. Leading industrial sectors by employment are chemical products (29%), printing/publishing (14%) and paper products (14%).

Hinckley & Schmitt, the Harlem Corridor's largest employer, is addressing its growing space needs by acquiring an adjacent street through the City's Industrial Street Vacation Program.

Greater Southwest Industrial Corridor

THE GREATER SOUTHWEST INDUSTRIAL CORRIDOR contains 900 acres of land zoned primarily for manufacturing, located approximately ten miles southwest of the Loop. It straddles the tracks of the Belt Railway of Chicago for over three miles from Leavitt Street west to Cicero Avenue. The boundaries of the corridor are shown in Figure 12.

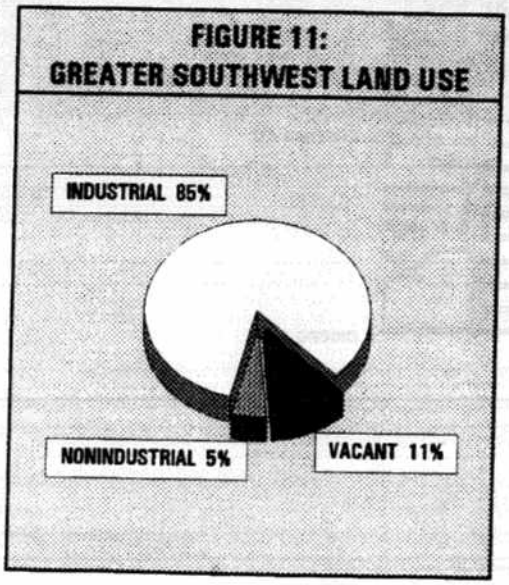


The Greater Southwest Corridor, fastest-growing industrial community on the South Side, is characterized by large, modern and well-maintained industrial buildings. The corridor's strong truck and rail accessibility, coupled with its proximity to both the Loop and Midway Airport, have made it a strategic location for warehousing, manufacturing and industrial service firms, many of them in the food products sector.

Industrial Land Use

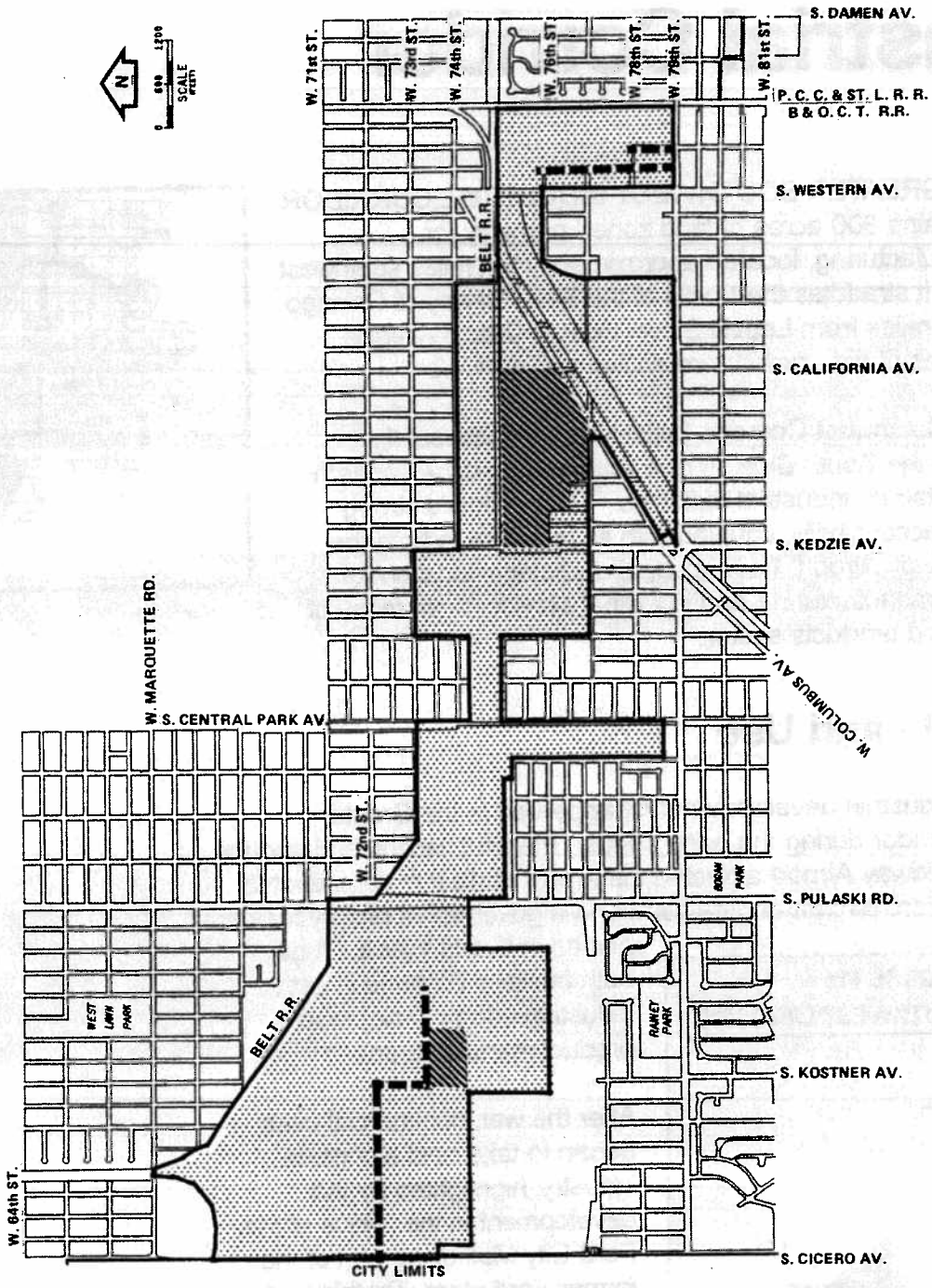
Large-scale industrial development first appeared in the Greater Southwest Corridor during the early 1940s. Plentiful vacant land and the nearness of Midway Airport attracted the area's earliest major industrial employers, a Ford aircraft engine plant and a government factory for war planes in World War II. Today both facilities continue in active industrial use by major food product manufacturers.

FIGURE 11:
GREATER SOUTHWEST LAND USE



After the war, commercial uses began to take hold alongside industry, highlighted by the development in the 1960s of the Ford City Mall using part of the former Ford plant. By this time, the area to the east around 79th Street and Western Avenue had already attracted a mixture of industrial, commercial, institutional, and residential uses.

FIGURE 12: GREATER SOUTHWEST CORRIDOR



LEGEND

- Industrial Corridor
- Industrial Development Opportunity
- Proposed Street/Alley Improvement

Despite the proliferation of new commercial development in and near the Greater Southwest Corridor in recent years, demand for industrial space has continued to grow here since the early 1970s. The industrial vacancy rate remains well below the citywide average.

A recent expansion by Sweetheart Cup Company, headquartered at 7575 S. Kostner, has resulted in the addition of over 100 jobs to the Greater Southwest Corridor.

Land use in the Greater Southwest Corridor is 85% industrial, 5% nonindustrial and 11% vacant. Most of the industrial buildings are one- or two-story structures with large parking lots built after World War II. Strategically located vacant land remains available for new industrial development. The largest opportunity is a 55-acre tract south of the Belt Railway between Kedzie and Columbus Avenues. A smaller, 13-acre site is located near Kostner Avenue and 72nd Street.

Industrial land use in the Greater Southwest Corridor largely follows the Belt Railway line. The west portion between Cicero and Kedzie Avenues features a number of large food-processing firms and, at Pulaski Road, the Ford City Business Park. The area from Kedzie to Western Avenue is dominated by vacant land and an intermodal facility. East of Western is a blend of commercial, institutional and industrial uses.

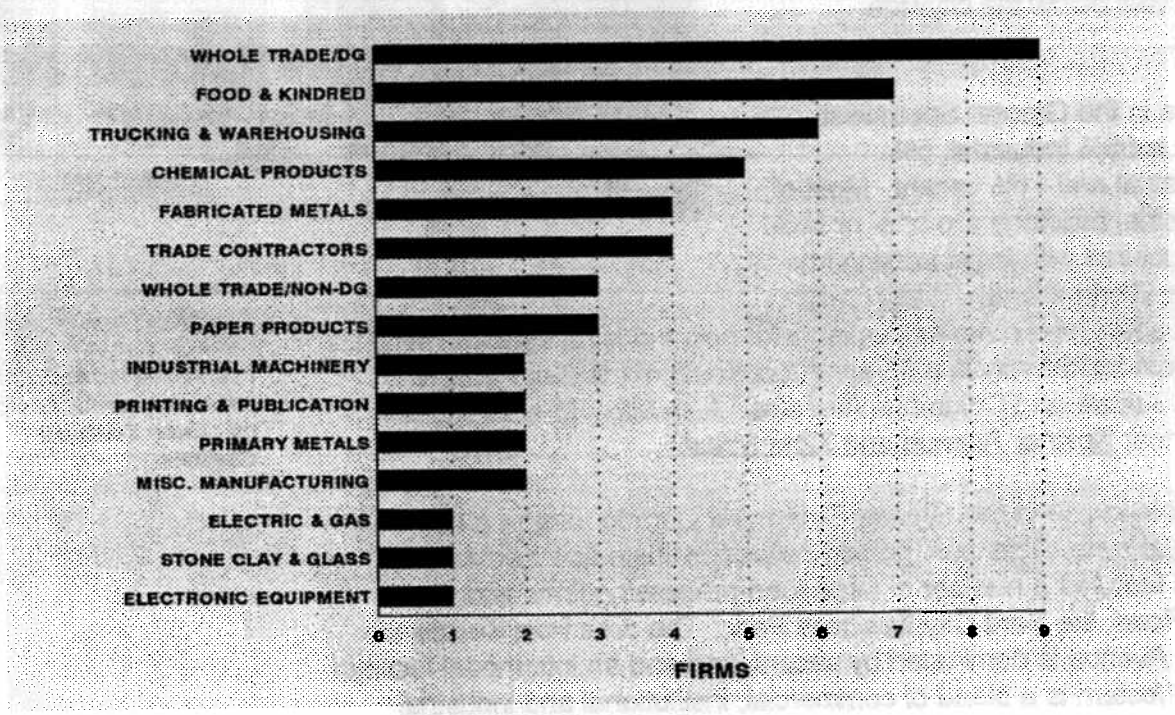
Industrial Infrastructure

The Stevenson Expressway (I-55) is located approximately 3½ miles north of the Greater Southwest Corridor via Cicero Avenue and 4 miles north by Pulaski Road. Although Cicero has been widened to six lanes, congestion exists at times due to increased traffic generated by new commercial development around Ford City. Firms in the eastern portion of the corridor can also access the Dan Ryan Expressway (I-90/94), 3 miles away via 79th Street. This street was recently resurfaced by the City between Damen and Cicero Avenues at a cost of $2.1 million.

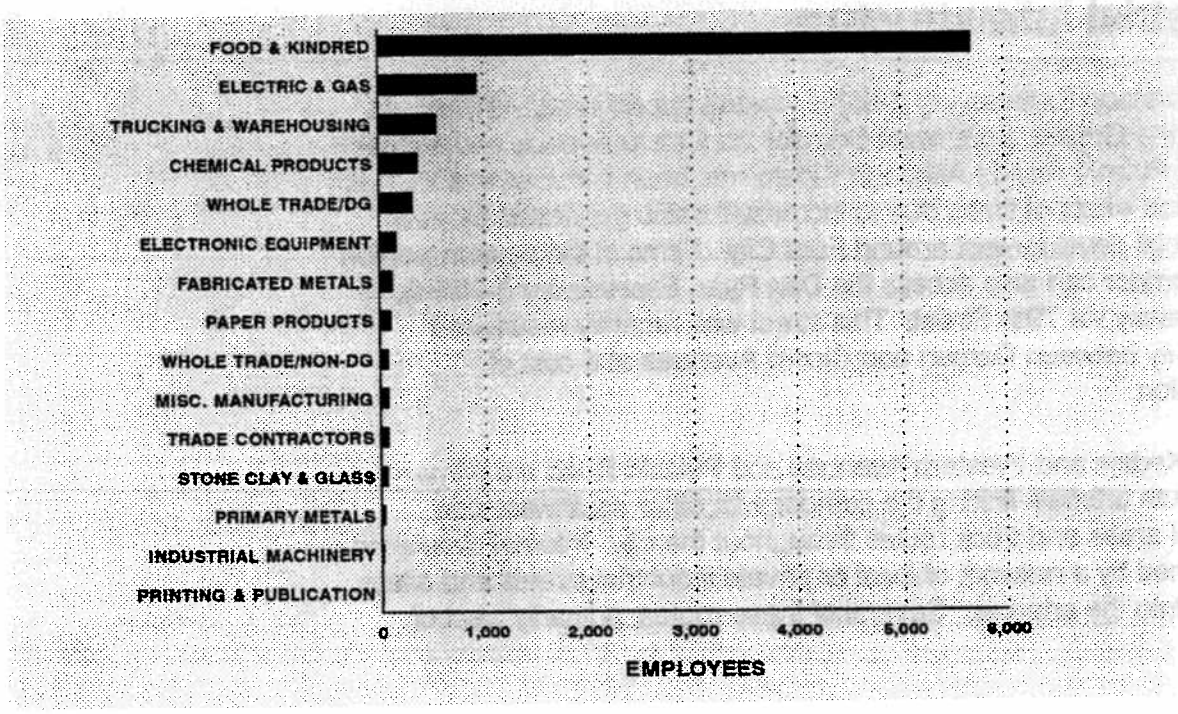
Cicero, Kedzie and Western Avenues and Pulaski Road are primary north-south arterials linking the corridor with other southwest side industrial areas and truck routes throughout the city. Internal circulation is furnished by a network of local or private industrial streets and alleys feeding into the arterials. Several of these routes, primarily west of

FIGURE 13: GREATER SOUTHWEST CORRIDOR INDUSTRIAL PROFILE

BY NUMBER OF FIRMS



BY NUMBER OF WORKERS



Pulaski or east of Western, are in need of upgrading. The industrial streets serving the area around Ford City are slated for reconstruction using proceeds from a new Tax Increment Financing district.

Rail users are served by two intermodal facilities operated by CSX Transportation and Norfolk Southern, along with a freight classification yard of the Belt Railway of Chicago, located just west of Cicero Avenue in suburban Bedford Park.

Public transportation within the corridor is limited to CTA bus service, with routes on Pulaski Road, Cicero, Kedzie, and Western Avenues and 71st and 79th Streets. CTA rapid transit service to the Loop via the Orange Line is available at Midway Airport, approximately one mile from the Greater Southwest Corridor's western boundary. In addition, Metra's SouthWest Service stops at 79th and Kedzie, just outside of the corridor.

The Greater Southwest Corridor is now eligible for $1.5 million in capital project funds under the City's new Model Industrial Corridors initiative. The Department of Planning and Development is working with local industrial organizations to identify and prioritize projects for funding under the program.

Industrial Base

The Greater Southwest Industrial Corridor is home to 60 industrial firms employing 8,580 workers. By employment the leading industrial sector is food and kindred products (66%). The predominant industry by number of firms is wholesale trade of durable goods (9 firms), followed by trucking and warehousing (6), food and kindred products (6), chemical products (5) and fabricated metals (4). Major employers include Tootsie Roll, Nabisco, Sweetheart Cup, Commonwealth Edison, Consolidated Freightways and General Foods.

Lincoln Property Company's remodeling and subdivision of this former federal records warehouse east of Ford City has brought 400 new industrial jobs to the Greater Southwest Corridor.

TABLE 5: INFRASTRUCTURE IMPROVEMENTS FOR THE GREATER SOUTHWEST CORRIDOR

COMPLETED 1990-94

PROJECT	LOCATION	COST
WITHIN THE CORRIDOR:		
Street Improvement	7500 - 7899 S Western	$175,000
Viaduct Lighting Upgrade	2200 W 79th St	$31,000
ON ADJACENT TRUCK ROUTES:		
Street Improvement	2000 - 3199 W 79th St	$528,000
Street Improvement	3200 - 4799 W 79th St	$1,541,000

FUNDED FOR CONSTRUCTION

ON ADJACENT TRUCK ROUTES:		
Alley Improvement	7800 - 7899 S, E of Claremont	$100,000
Alley Improvement	7600 - 7799 S, E of Western	$100,000
Street Improvement	4400 - 4799 W 72nd St & 4100 - 4399 W 73rd St & 7200 - 7499 S Kostner	$5,350,000
Street Improvement	7100 S Central Park & 7300 S Kedzie & 7600 S Kedzie	$2,748,000
Model Corridor Projects	To be selected	$1,500,000

RECOMMENDED FOR FUTURE FUNDING

WITHIN THE CORRIDOR:		
Street Improvement	400 - 2399 W 79th St	$800,000[1]

[1] Preliminary cost estimate

Industrial employment in the Greater Southwest Corridor, which has more than doubled since the early 1970s, continues a pattern of steady growth. Two of the corridor's largest industrial employers recently announced major expansion programs with assistance from the City. Tootsie Roll, employing 800, will expand and modernize its existing plant at 7401 South Cicero Avenue, while Nabisco (2200 employees) will invest $500 million to rehabilitate its facility at 7300 South Kedzie Avenue–already the world's largest bakery–and acquire the adjacent former Rheem plant. Both projects will benefit from designation by the City as Tax Increment Financing Redevelopment Areas and inclusion in an existing Enterprise Zone.

Another recent project, the remodeling and subdivision of a former federal records building at 4100 West 76th Street, has brought 400 additional industrial jobs to the corridor. The developer of that project, Lincoln Properties Company, has also announced plans to construct a new, 200,000-square-foot speculative building on an adjoining site.

For more information on the Greater Southwest Industrial Corridor, please call James Capraro of the Greater Southwest Development Corporation at 312/436-1000 or Michael Burt of the Chicago Department of Planning and Development at 312/744-3028.

Industrial Development Potential

Development Opportunities

Belt Railway at Columbus: a 55-acre site located south of the Belt Railway between Kedzie and Columbus Avenues. The tract contains an abandoned drive-in theater and shopping mall with a 124,500-square-foot building. This industrial park opportunity offers excellent truck access via Kedzie and Columbus and rail access to the adjoining Belt Railway line and a Norfolk Southern intermodal facility directly across Columbus Avenue. For more information, turn to Section III.

72nd and Kostner: a 13-acre site at the southeast corner of Kostner Avenue and 72nd Street, immediately north of Sweetheart Cup Company. The property, owned by Sweetheart, currently contains a baseball field. It is served by private industrial streets with access to Cicero Avenue.

Recommendations

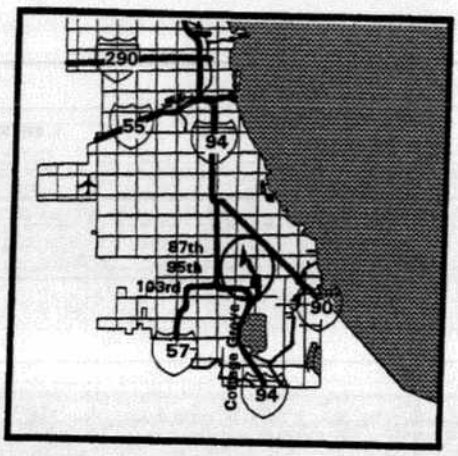
Alleys

- Alleys east of Western Avenue and south of 76th Street frequently flood due to poor drainage. The City should consider vacating segments of these alleys so that adjacent owners can make needed improvements. In addition, unpaved alleys in this area may need to be upgraded in order to improve truck access for companies on Claremont and Oakley Avenues. These alleys are located:

  -east of Western between 76th and 79th Streets
  -east of Claremont between 78th and 79th Streets

Burnside Industrial Corridor

THE BURNSIDE INDUSTRIAL CORRIDOR contains 272 acres of land zoned primarily for manufacturing, located approximately 10 miles south of the Loop. It occupies a U-shaped area west of the Norfolk Southern railroad tracks between 85th Street and the Stony Island Connector to the Calumet Expressway. The boundaries of the corridor are shown in Figure 15.

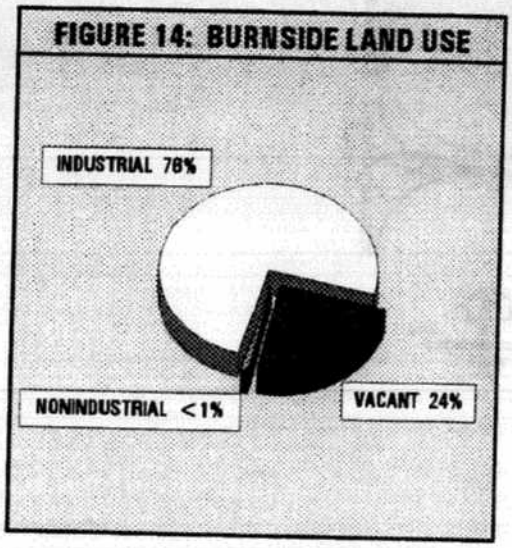


The Burnside Corridor was the last industrial corridor on the far South Side to be fully developed. As such, it has been more successful than some of its neighbor corridors in achieving a physical environment congruent with the needs of modern industry.

Industrial Land Use

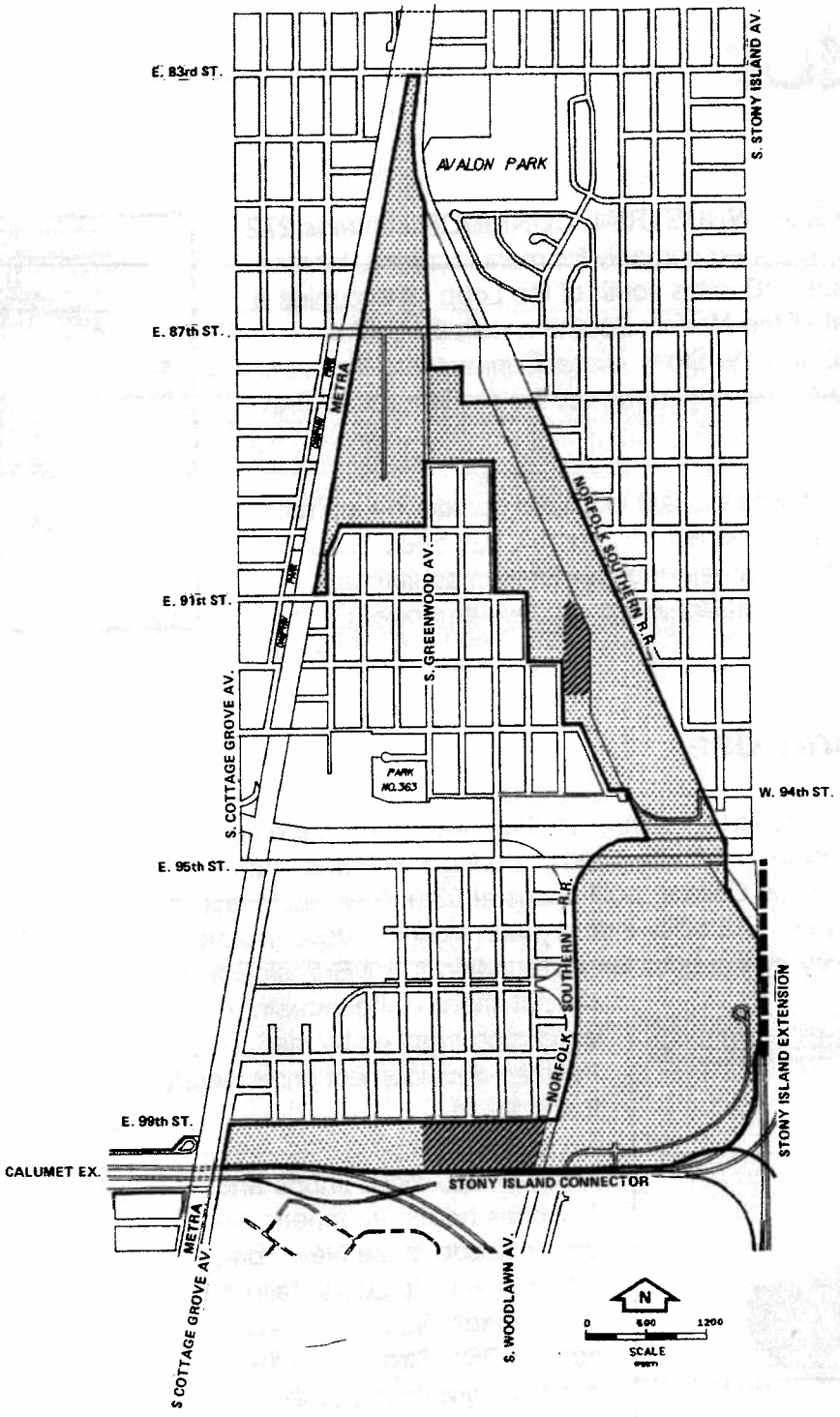
The construction of three rail lines through the area attracted the first development to Burnside in the late 1800s. During the 1880s one of these railroads, the Illinois Central, built shops at 95th Street just west of the present-day corridor. But other industry was slow to follow. Isolated from the rest of the city by the rail lines surrounding it, the Burnside area did not share in the industrial expansion sparked by the Pullman development immediately to the south.

FIGURE 14: BURNSIDE LAND USE



Around 1920 metal shops and foundries began to appear along the west side of the New York, Chicago and St. Louis Railroad (now Norfolk Southern) tracks north of 95th Street. But the corridor's greatest growth occurred after World War II, with the establishment of a major light manufacturing district along 87th

FIGURE 15: BURNSIDE CORRIDOR



LEGEND

- Industrial Corridor
- Industrial Development Opportunity
- Proposed Street Improvement

Street on a former rail yard site. By the 1960s industrial development had also spread south of 95th Street.

Land use in the Burnside Corridor is 76% industrial, less than 1% nonindustrial and 24% vacant. Buildings are primarily of contemporary design. The corridor is anchored by major industrial concentrations at its north and south ends, the areas most recently developed. A modern industrial park, the Calumet Business Center, occupies a 96-acre site at the south end, between Stony Island Avenue and the Norfolk Southern tracks. Most of the vacant land is concentrated in a single site, the former Burnside Steel Foundry at 1300 East 92nd Place.

Industrial Infrastructure

Burnside Corridor firms enjoy ready access to two nearby expressways. Companies in the northern portion of the corridor can access the Dan Ryan Expressway (I-94) 1½ miles west via 87th Street. This is a busy arterial that also serves commercial areas at Cottage Grove Avenue and along the Ryan.

The west leg of the Calumet Expressway (also I-94) passes just south of the corridor and can be entered from Stony Island Avenue at 95th or 103rd Streets. In the past, a low viaduct clearance on Stony Island immediately north of 95th had posed an obstacle for trucks traveling to or from the expressway. One Burnside firm, a manufacturer of massive steel-forming presses, incurred substantial added expense from having to disassemble its product to clear the viaduct. The problem was remedied by the City in 1994 at a cost of $757,000. Clearances for two other nearby viaducts on 95th Street were also raised in 1994 at a total cost of $1.2 million.

Rail service to the Burnside Corridor is provided by the Belt Railway of Chicago, Norfolk Southern and Chicago Short Line, whose tracks bisect the corridor north of 95th Street. Norfolk Southern's Triple Crown intermodal facility is one mile away to the southeast.

CTA service to the Burnside Corridor is limited to bus routes on 87th and 95th Streets and Stony Island Avenue. Commuter rail service is available via the Metra Electric Line, with stops at 83rd and 87th Streets.

Verson Corporation, the Burnside Corridor's largest employer, is expanding its plant at 1355 E. 93rd Street to meet the growing demand for its industrial press products.

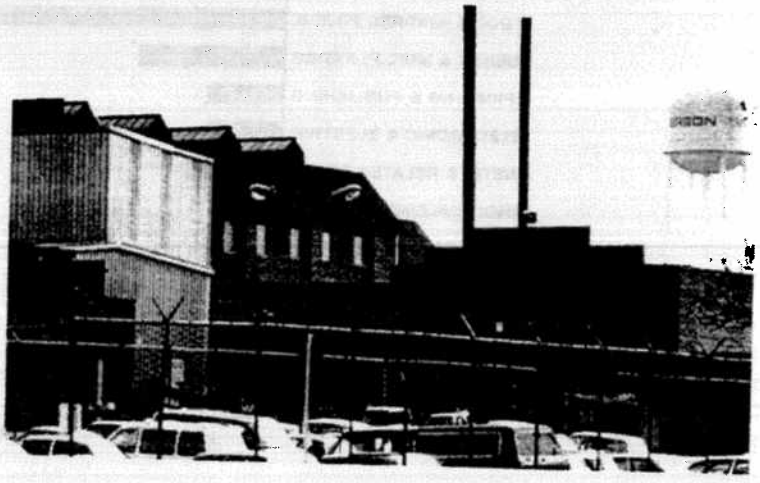
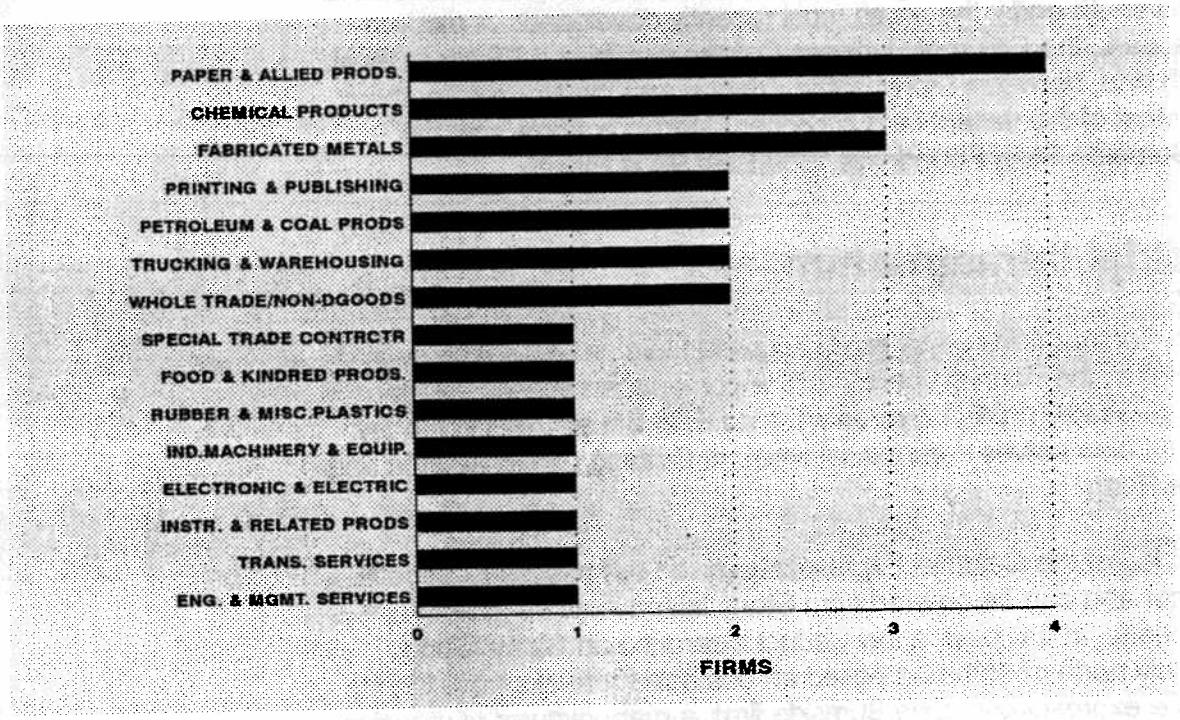


FIGURE 16: BURNSIDE CORRIDOR INDUSTRIAL PROFILE

BY NUMBER OF FIRMS



BY NUMBER OF WORKERS

TABLE 6: INFRASTRUCTURE IMPROVEMENTS FOR THE BURNSIDE CORRIDOR

PROJECT	LOCATION	COST
COMPLETED 1990-94		
WITHIN THE CORRIDOR:		
Street Improvement	1350-1599 E 94th St	$1,700,000
Viaduct Clearance Improvement	1320 E 95th St	$400,000
ON ADJACENT TRUCK ROUTES:		
Viaduct Clearance Improvement	9440 S Stony Island	$757,000
Viaduct Clearance Improvement	820 E 95th St	$800,000
FUNDED FOR CONSTRUCTION		
WITHIN THE CORRIDOR:		
Sewer Improvement	1200-1330 E 93rd St	$455,000
RECOMMENDED FOR FUTURE FUNDING		
ON ADJACENT TRUCK ROUTES:		
Street Improvement	Stony Island Connector (9500-9800 S)	$900,000[1]

[1] Preliminary cost estimate

The interior street network adequately serves the needs of companies at the north and south ends of the corridor, where development has occurred in a contemporary industrial environment. Elsewhere, though, internal circulation is poor due to the absence of any east-west through routes between 87th and 94th Streets. To improve east-west access, 94th Street was rebuilt between Kenwood and Stony Island Avenues in 1994, at a cost of $1.7 million.

Companies in the area just north of 95th Street experience flooding and sewer back-ups during heavy rains. These problems should be alleviated when the 93rd Street sewer is reconstructed in 1998 at a cost of $455,000.

Industrial Base

The Burnside Industrial Corridor is home to 26 firms employing 3750 workers. The corridor's industrial base is highly diverse, numbering 15 different industrial classifications among these firms. The leading

For more information on the Burnside Industrial Corridor, please call Peter Foote of the Calumet Area Industrial Commission at 312/436-1000 or Carl Lewis of the Chicago Department of Planning and Development at 312/744-4461.

paper products manufacturing, with four firms employing 20% of all industrial workers.

The northern portion of the corridor is anchored by Soft Sheen Products, a minority-owned cosmetics manufacturer employing 500. To the south, the largest employers are Verson Corporation, a steel-press manufacturer with 550 workers, and Solo Cup, a maker of paper cups employing 425. Verson recently announced plans to expand its plant and hire 100 additional workers in 1995.

Industrial Development Potential

Development Opportunities

99th and Woodlawn: an unimproved, 9-acre site situated between 99th Street and the Stony Island Connector to the Calumet Expressway, it is best suited to light industrial use due to its M-1 zoning and proximity to residential areas.

Burnside Foundry: a 7-acre site at 1300 E. 92nd Place, it formerly housed a metalcasting operation. The property was cleared of all remaining structures by the City in 1994 and is being prepared for reuse under the supervision of the U.S. Environmental Protection Agency. A second parcel of comparable size, located immediately northwest of this site, was also used for foundry operations. This parcel has not been cleared, nor has an environmental assessment been completed.

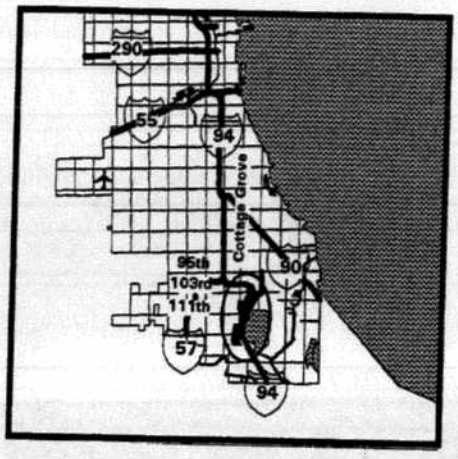
Recommendation

Streets

- Reconstruct the Stony Island Connector between 95th Street and the Calumet Expressway.

Pullman Industrial Corridor

THE PULLMAN INDUSTRIAL CORRIDOR contains 434 acres of land zoned primarily for manufacturing, in an area north and west of Lake Calumet, approximately twelve miles south of the Loop. It extends for over two miles along a north-south axis between the Calumet Expressway and the neighboring residential communities of Pullman and Roseland. The boundaries of the corridor are shown in Figure 18.

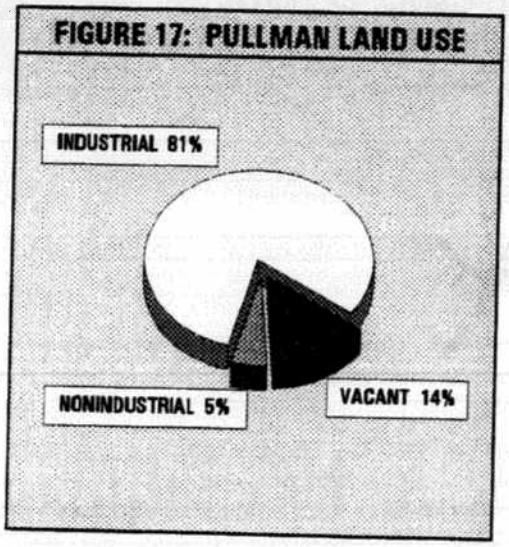


More than any other industrial community in Chicago, the Pullman Corridor's early expansion was directly fueled by the rise of the railroads. Yet it is the area's quick truck access to the nearby Calumet Expressway that has helped draw modern industry to the corridor.

Industrial Land Use

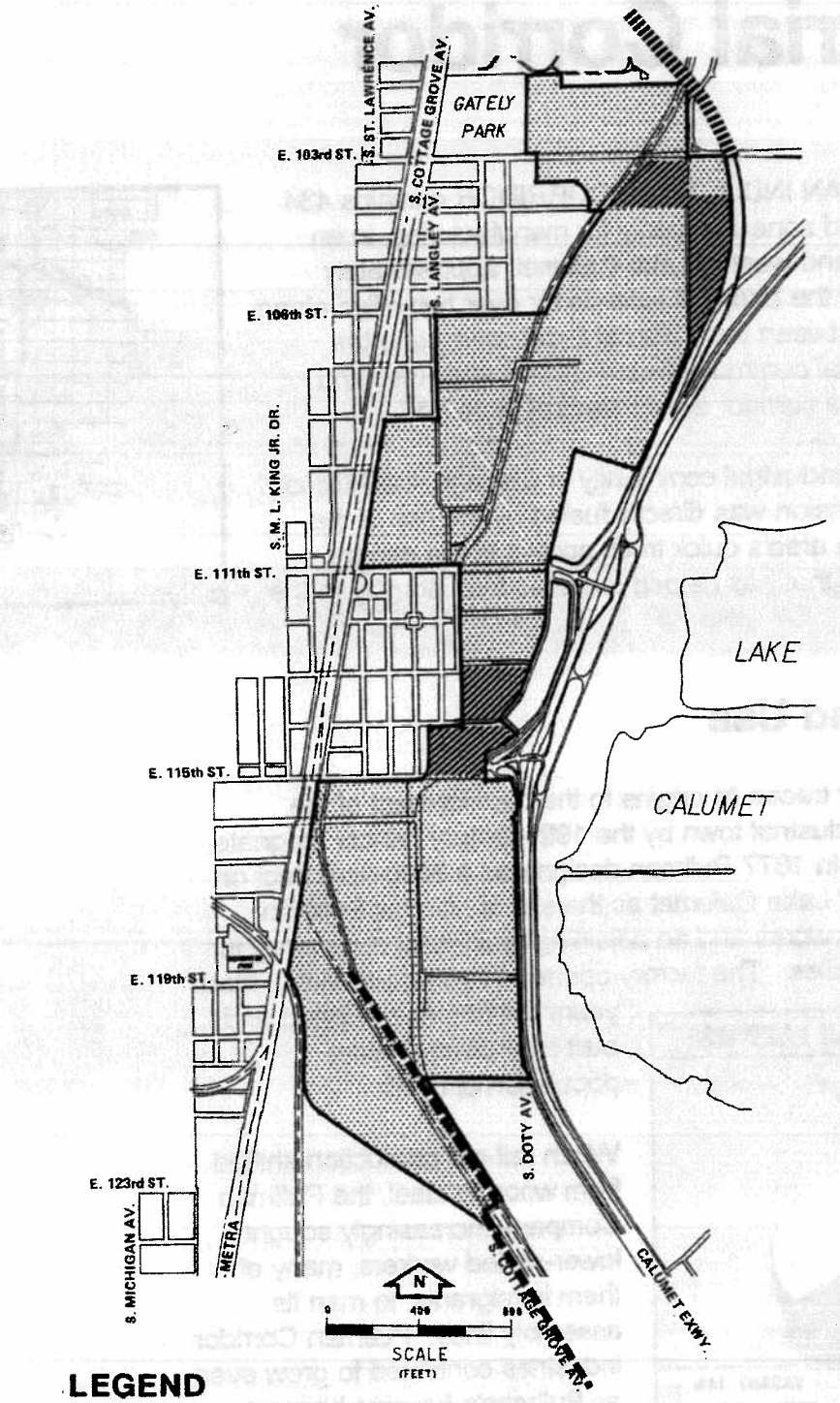
The Pullman Corridor traces its origins to the development of the nation's first model industrial town by the 19th-century rail-car magnate, George M. Pullman. In 1877 Pullman designated a 3500-acre tract on the western shores of Lake Calumet as the site of his new Pullman Palace Car Company works and an adjoining residential community for workers and their families. The factory opened in 1881, and within three years the homes designed and built for Pullman held a population of 8000.

FIGURE 17: PULLMAN LAND USE



When rail-car production shifted from wood to steel, the Pullman Company increasingly sought lower-skilled workers, many of them immigrants, to man its assembly lines. Pullman Corridor industries continued to grow even as Pullman's housing began to deteriorate in the early decades of the 20th century.

FIGURE 18: PULLMAN CORRIDOR



LEGEND

- Industrial Corridor
- Industrial Development Opportunity
- Proposed Street Improvement
- Proposed Transit Improvement

The post-World War II decline of the railroads signaled the end of the Pullman Company's days as the bellwether of the local economy. By the time the last Pullman car rolled off the line in 1981, materials handling had replaced manufacturing as the corridor's dominant industrial activity. Today, only the new Morrison Knudsen rail-car assembly facility, housed in a former Pullman plant, serves as a reminder of the historical role of the Pullman Company in the growth of the area.

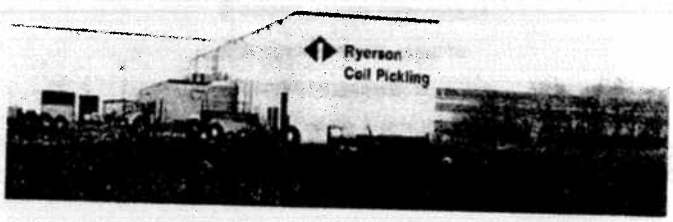
Land use in the Pullman Corridor is 81% industrial, 5% nonindustrial and 14% vacant. Industrial activities generally are well buffered from commercial and institutional uses clustered along 111th Street and residential areas immediately to the west. The two largest industrial land users are Joseph T. Ryerson and Son, which occupies a 150-acre site (much of it undeveloped) north of 111th Street, and Sherwin-Williams, whose Chicago manufacturing and research facilities are housed on 82 acres mainly south of 115th Street.

Industrial Infrastructure

Truck access to the Pullman Corridor benefits from full interchanges with the Calumet Expressway (I-94) at 103rd, 111th, 115th and 130th Streets. The primary north-south truck route is the expressway frontage road (known at various points as Doty or Woodlawn Avenue), which runs along the eastern edge of the corridor. Conflicts with residential or commercial traffic are, for the most part, minimal.

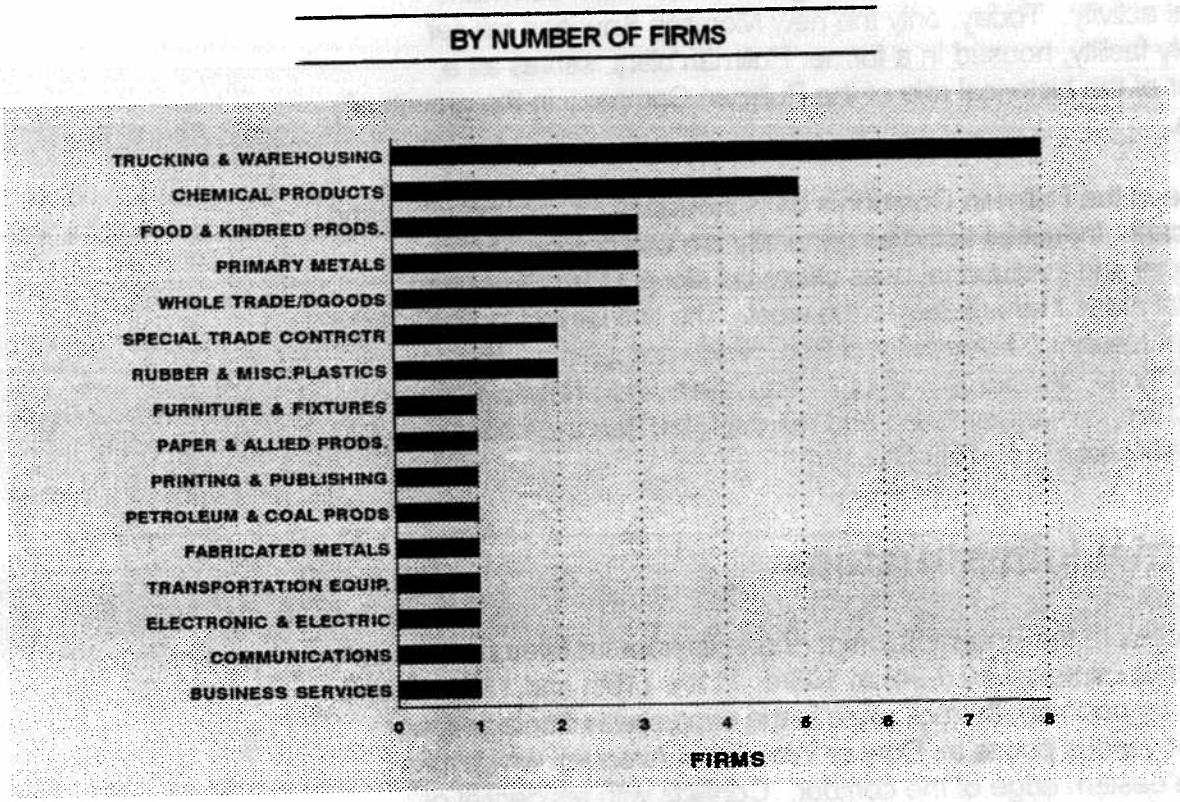
Internal circulation is more problematic, due to inadequacies in the interior street network. Access is especially difficult for companies southwest of the Sherwin-Williams complex. This area is reached from 115th or 130th Streets via Cottage Grove Avenue, which is unpaved between 11900 and 12300 south and in poor condition from 12300 south to 130th Street.

Rail service is provided by Norfolk Southern Corporation, whose tracks form part of the Pullman Corridor's western border. The line's Triple Crown intermodal facility is located one mile east, off of 103rd Street. CTA service is limited to bus lines along 103rd, 111th and 115th Streets and Cottage Grove Avenue. Metra Electric Service runs just west of the corridor; stations are located at 103rd, 111th and 115th Streets. The City has proposed extending the CTA Red Line along the west leg of the Calumet Expressway from 95th Street to



Joseph T. Ryerson & Son, a Chicago-based subsidiary of Inland Steel, employs 400 in its steel-coil division at 720 E. 111th Street.

FIGURE 19:
PULLMAN CORRIDOR INDUSTRIAL PROFILE



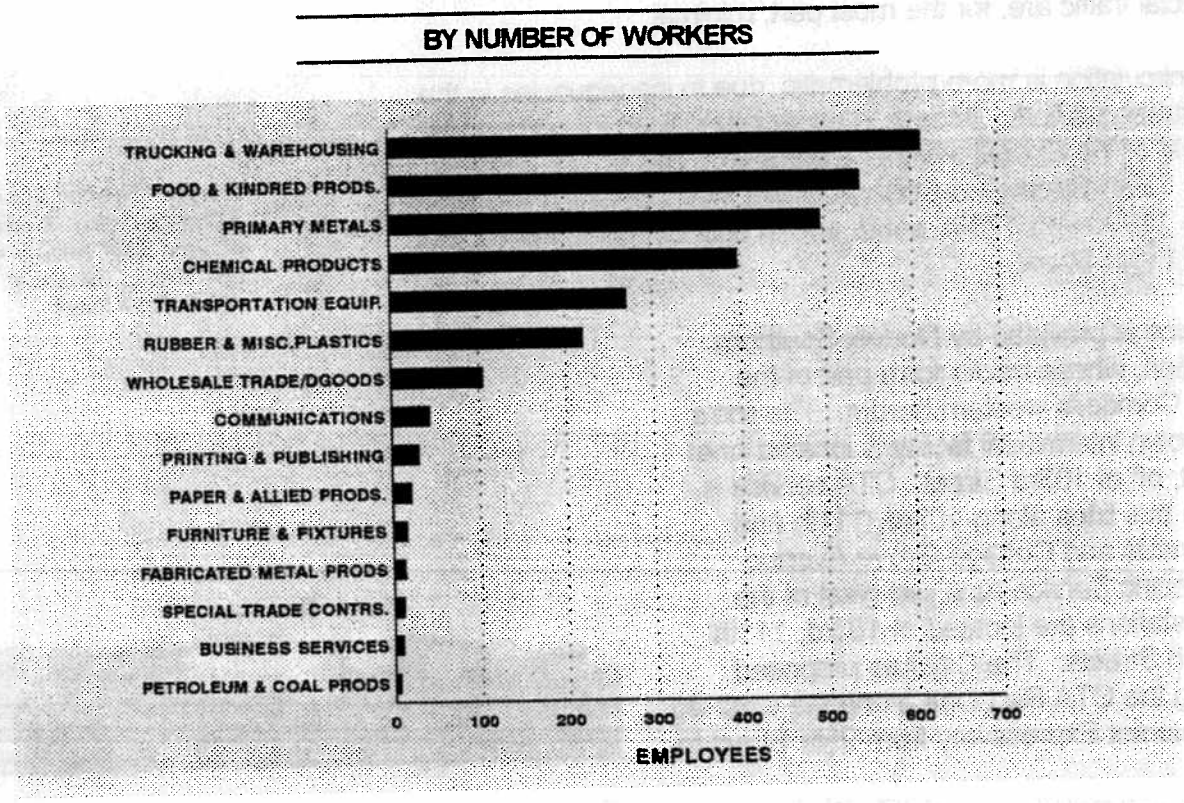


TABLE 6: INFRASTRUCTURE IMPROVEMENTS FOR THE PULLMAN CORRIDOR

COMPLETED 1990-94

PROJECT	LOCATION	COST
WITHIN THE CORRIDOR:		
Street Improvement	11900-13000 S Cottage Grove	$1,000,000[1]
Street Improvement	400-800 E 115th Street	$200,000[1]

[1] To be determined

a new terminal at 103rd Street; this would provide direct rapid transit service to the north end of the corridor.

Industrial Base

The Pullman Industrial Corridor is home to 35 industrial firms employing 3250 workers. The largest industrial sector by number of companies is trucking and warehousing (8 firms), followed by chemicals and allied products (5). By employment, the leading sector is transportation equipment manufacturing (21%), followed closely by trucking and warehousing (20%), food products (18%) and primary metals (17%).

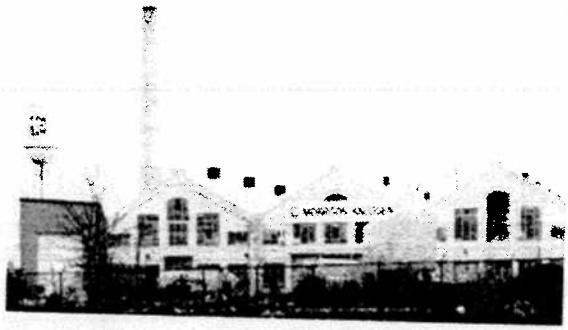
The corridor's largest employers are the rail-car assembly division of Morrison Knudsen Corporation, an Idaho-based construction and manufacturing firm, and the steel-coil division of a major Chicago manufacturer, Joseph T. Ryerson and Son. Morrison Knudsen's employment here rose from 400 to 670 during 1994 after the completion of a new, $10-million rail-car-body assembly line.

Rail-car manufacturing returned to Chicago with Morrison Knudsen's reopening of a former Pullman Standard plant. Employment had reached 670 by 1994's end.

Industrial Development Potential

Development Opportunities

103rd and Woodlawn: a former auto auction site, this 23-acre property includes land on either side of Woodlawn Avenue just off the Calumet Expressway.



For more information on the Pullman Industrial Corridor, please call Peter Foote of the Calumet Area Industrial Commission at 312/928-6000 or Carl Lewis of the Chicago Department of Planning and Development at 312/744-4461.

113th and Corliss: an unimproved, 23-acre site covering two full blocks north of 115th Street. The two blocks could be joined if necessary through vacation of 114th Street.

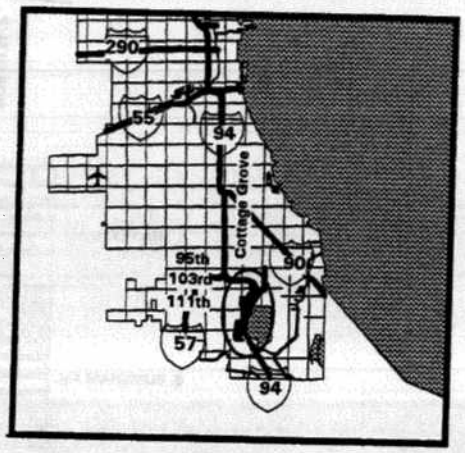
Recommendations

Streets

- Improve street access for companies at the south end of the corridor by reconstructing Cottage Grove Avenue from 11900 to 12300 south or resurfacing Cottage Grove from 12300 south to 130th Street.
- Resurface 115th Street between King Drive and Doty Avenue.

Calumet Industrial Corridor

THE CALUMET INDUSTRIAL CORRIDOR contains 3447 acres of land zoned primarily for manufacturing in the extreme southeast corner of Chicago. It straddles the Calumet River and the foot of Lake Calumet from the city's southern border at 138th Street north as far as the river's entry into Lake Michigan above 95th Street. The boundaries of the corridor are shown in Figure 21.

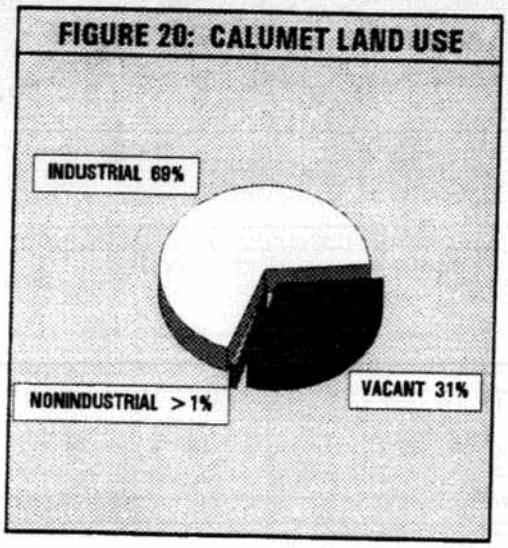


Once the steelmaking heart of Chicago industry, the Calumet Corridor has never fully recovered from the shutdown of two major steel mills and a fundamental restructuring of the domestic steel industry since the 1950s. No manufacturing community in Chicago has faced a more painful transition in forging a new role in the modern industrial economy.

Industrial Land Use

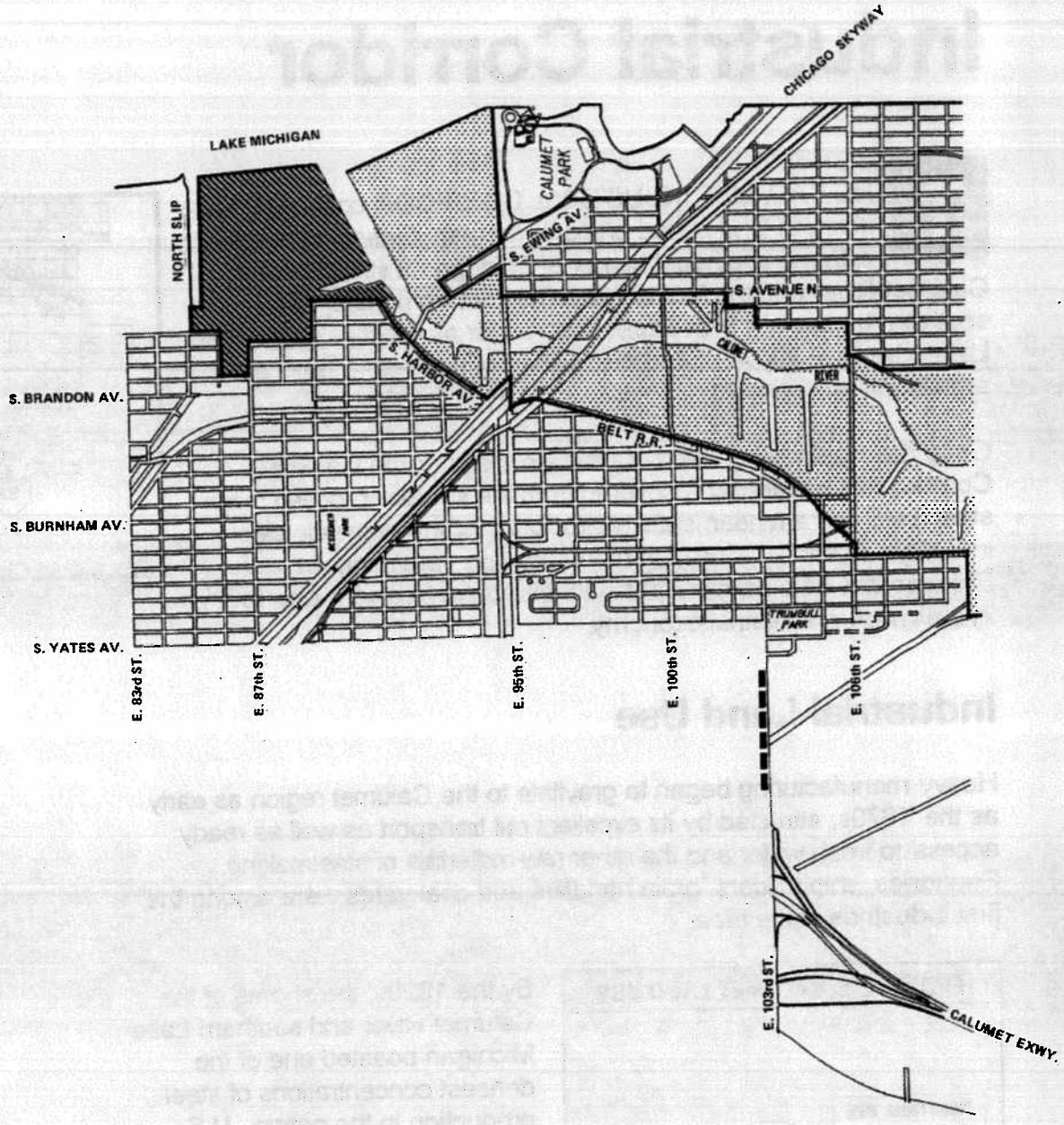
Heavy manufacturing began to gravitate to the Calumet region as early as the 1870s, attracted by its excellent rail transport as well as ready access to fresh water and the other raw materials of steelmaking. Foundries, shipbuilders, grain handlers and coal yards were among the first industries in the area.

FIGURE 20: CALUMET LAND USE



By the 1920s, the shores of the Calumet River and southern Lake Michigan boasted one of the densest concentrations of steel production in the nation. U.S. Steel's South Works, stretching for almost two miles along the Lake Michigan shoreline, grew to become Chicago's biggest employer, with a work force reaching 20,000 in its peak years after World War II. Close by were other major producers such as Republic, Interlake and Wisconsin Steel.

FIGURE 21:



LEGEND

- Industrial Corridor
- Industrial Development Opportunity
- Proposed Street Improvement
- Proposed Intersection Improvement
- Proposed Bridge/Viaduct Improvement

CALUMET CORRIDOR

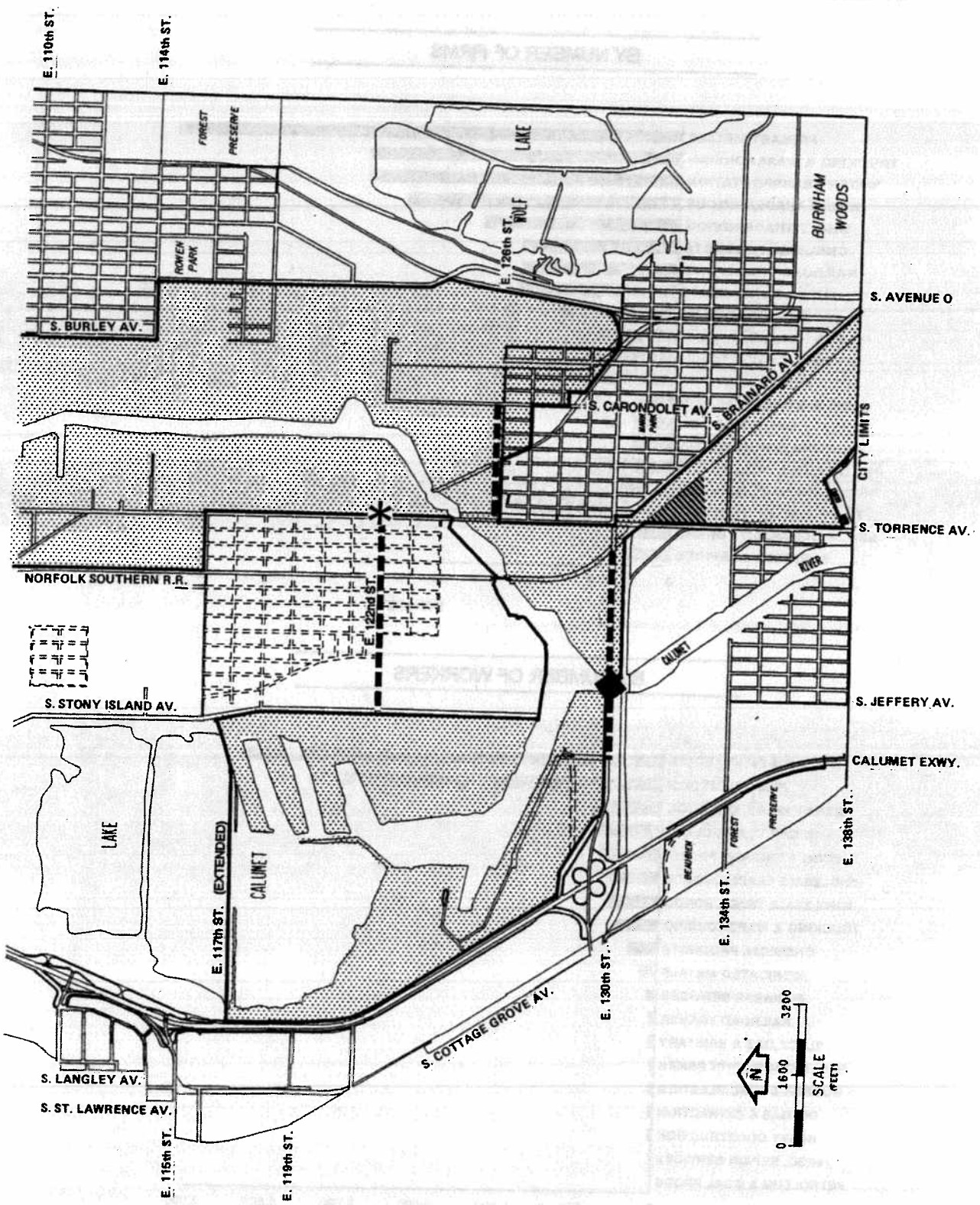
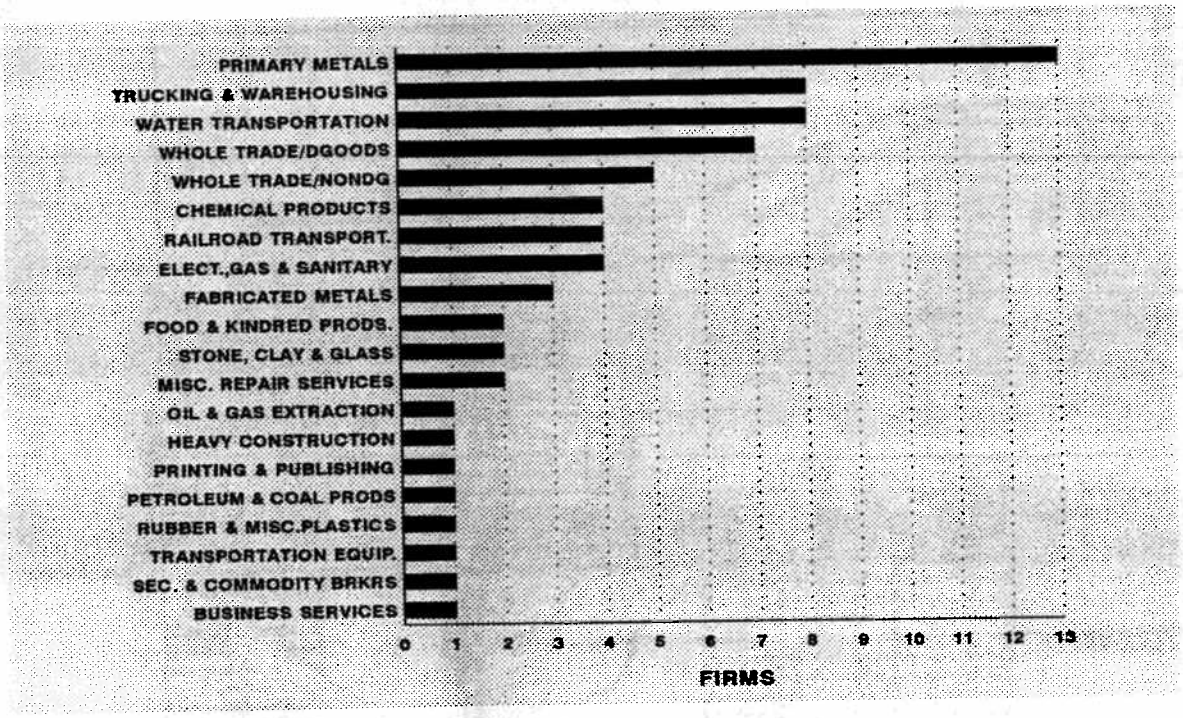
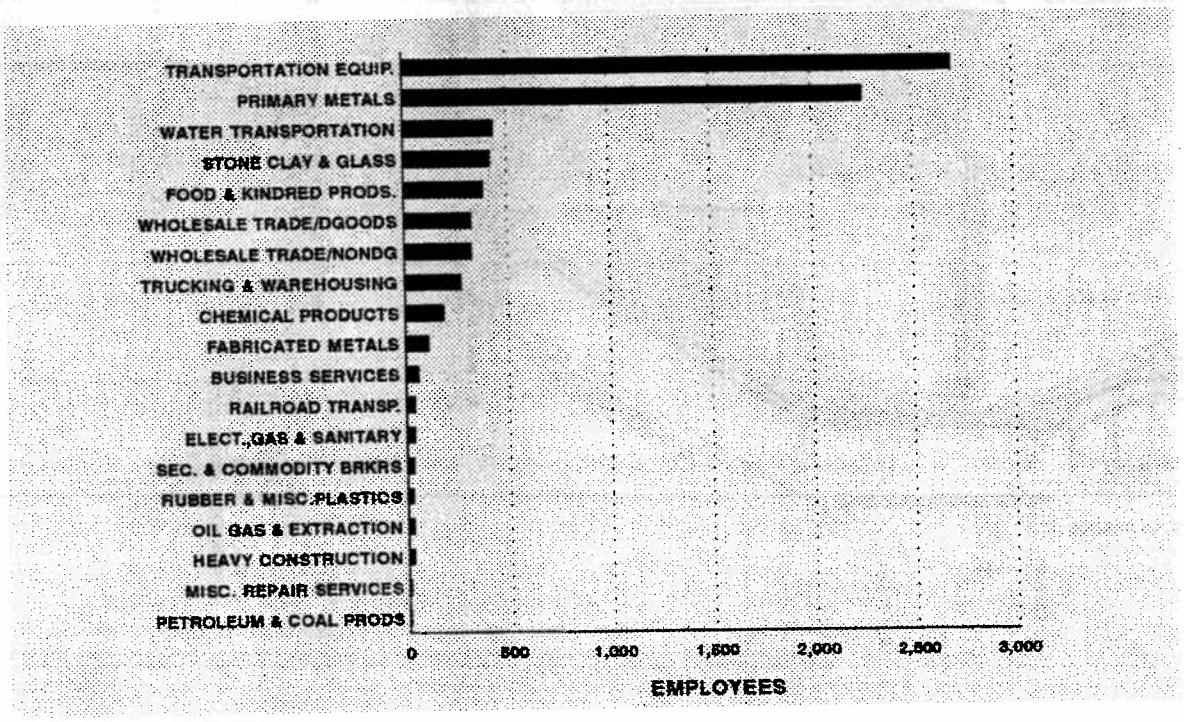


FIGURE 22:
CALUMET CORRIDOR INDUSTRIAL PROFILE

BY NUMBER OF FIRMS



BY NUMBER OF WORKERS



But by the early 1970s, the Calumet steel industry faced mounting problems, due to obsolescent facilities and spiraling competition. Wisconsin Steel shut its doors suddenly in 1980, following an unsuccessful financial rescue attempt. South Works' decline was more gradual; by the time the plant closed for good in 1992, its work force had been cut to 600. The Calumet Corridor bore the brunt of a steep drop in steel-related employment that saw the elimination of 187,000 jobs in Cook County and Northwest Indiana over a 30-year period–a loss that has left its mark on the many other sectors of the local economy that historically depended on the steel industry.

A former steel warehouse on Torrence Avenue was successfully refurbished and subdivided by the Prime Group, creating 350 jobs. City-issued revenue bonds assisted in the financing.

Land use in the Calumet Corridor is 69% industrial, less than 1% nonindustrial and 31% vacant. Most of the industrial buildings date to the period of the region's greatest growth in the early and middle 20th century. The Calumet Corridor contains more vacant or underutilized sites awaiting redevelopment than any other industrial corridor in the city. Often, though, their marketability is compromised by unsuitable buildings, substandard infrastructure or site contamination problems.

Existing industrial activity in the Calumet Corridor is concentrated along the banks of the Calumet River and around the base of Lake Calumet. At the river's mouth is the South Works site, across from warehouses of the Illinois International Port. The remainder of the corridor's steel industry (along with the vacant Wisconsin Steel site) is clustered along the river between 106th and 126th Streets. Active producers here include Acme Metals, LTV Steel and Republic Engineered Steels. South of this area is the corridor's largest employer, Ford Motor Company, situated on the river's south bank, west of Torrence Avenue.

Proceeding west to Lake Calumet, the predominant industrial activity is bulk materials handling. These lands are leased to industrial users by their owner, the Illinois International Port. At the corridor's southernmost point is a modern business park, the Chicago Enterprise Center, developed on a former U.S. Steel warehouse site.

Facing the Calumet Corridor to the west and northwest is a largely undeveloped area comprised mainly of wetlands and landfill, reflecting the region's historical role as a focal point for waste disposal and treatment activities. Residential neighborhoods border the corridor east of the river, leading to frequent conflicts between residential and industrial traffic on east-west arterials serving the corridor.

TABLE 8: INFRASTRUCTURE IMPROVEMENTS FOR THE CALUMET CORRIDOR

COMPLETED 1990-94

PROJECT	LOCATION	COST
WITHIN THE CORRIDOR:		
Bridge Improvement	95th St at Calumet River	$750,000
Bridge Improvement	Ewing at Calumet River	$8,350,000
Bridge Improvement	100th St at Calumet River	$3,540,000
Street Improvement	10500 - 12199 S Stony Island	$3,459,000
Street Improvement	2634 - 2830 E 104th St	$1,500,000

FUNDED FOR CONSTRUCTION

WITHIN THE CORRIDOR:		
Signalization	12200 St & Torrence	$120,000
Model Corridor Projects	To be selected	$1,500,000

RECOMMENDED FOR FUTURE FUNDING

WITHIN THE CORRIDOR:		
Bridge Improvement	130th St at Calumet River	$6,000,000[1]
Bridge Improvement	100th St at Calumet River	$250,000[2]
Bridge Improvement	Torrence at Calumet River (12500 S)	$600,000[2]
Signalization	12600 St & Torrence	$150,000[1]
Street Improvement	2634 - 2799 E 126th St	$1,565,000[1]
Street Improvement	2100 - 2599 E 130th St	$250,000[1]
ON ADJACENT TRUCK ROUTES:		
Sewer Improvement	2000 - 2634 E 122nd St	$1,000,000[1]
Viaduct Rehabilitation	1800 - 2099 E 103rd St	$7,487,000[1]

[1] Preliminary cost estimate
[2] Engineering cost only

Industrial Infrastructure

Companies in the southern portion of the Calumet Corridor can reach the Calumet Expressway (I-94) immediately to the west at 130th Street. A second access point is to the north at 103rd Street, two miles west of the Calumet River. Firms located near Lake Calumet reach the 103rd Street interchange via Stony Island Avenue, which recently was upgraded at a cost of $3.5 million and designated a Class II truck route. Companies further to the east can access 103rd Street using Torrence

Avenue and a short segment of 104th Street, which was reconstructed in 1994 for $1.5 million.

Although the Chicago Skyway (I-90) traverses the Calumet Corridor north of 100th Street, it is little used by area firms due to prohibitive tolls and poor connections with local streets. In preference to the Skyway, eastbound trucks take 106th Street or Indianapolis Avenue to the Indiana Toll Road (also I-90) at the Illinois-Indiana state line. The Skyway is slated for $63 million in ongoing repairs and improvements through 1997.

Because of the concentration of development along the Calumet River, the corridor's eight bridges serve as a lifeline for Calumet industries. Most of these bridges either have been rehabilitated recently or are scheduled for overhaul during the next five years. Work has already been performed on the 92nd/Ewing, 95th and 100th Street bridges at a total cost of $12.6 million. Reconstruction projects for the Torrence Avenue lift bridge and the 103rd Street railroad viaduct have been recommended in the CIP but not yet funded for construction.

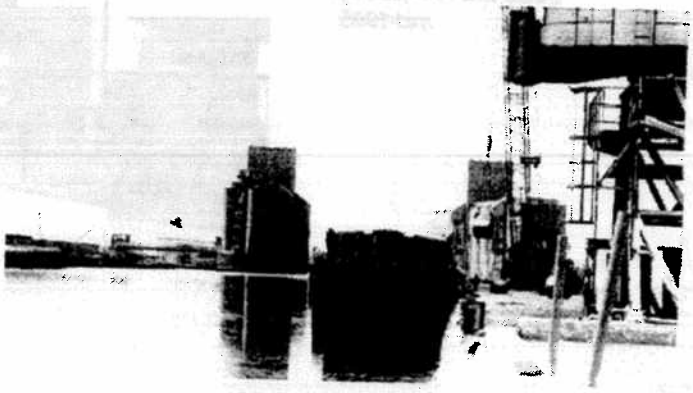
Ready access to rail and water transport remains one of the strongest assets of the Calumet industrial environment. At least eight rail lines serve the corridor, including: Norfolk Southern; Conrail; Belt Railway of Chicago; Indiana Harbor Belt; Elgin, Joliet and Eastern; Chicago West Pullman and Southern; Chicago Rail Link; and Chicago Short Line. Norfolk Southern's Triple Crown intermodal facility is just northwest of the corridor. Barge service to the Mississippi (via the Calumet Sag Channel) and ocean vessel service to the Atlantic (via the St. Lawrence Seaway) are available on the Calumet River.

Internal traffic circulation in the Calumet Corridor suffers from the absence of east-west through routes south of 106th Street. This poses particular problems for companies in the area just north of 126th Street between Torrence and Avenue O, who must route their trucks over narrow residential streets.

Public transportation in and around the Calumet Corridor is extremely limited. The only available CTA bus service is on Avenue O (north-south) and 103rd/106th Streets (east-west). Metra operates commuter rail stations at the south end of the corridor on Brainard Avenue (South Shore Line) and just north of the corridor on 91st Street (Metra Electric Line).

The Calumet Corridor is now eligible for $1.5 million in capital project funds under the City's new Model Industrial Corridors initiative. The

As they have for over 100 years, Chicago's inland waterways continue to play a vital role in the economy of the Calumet Corridor.



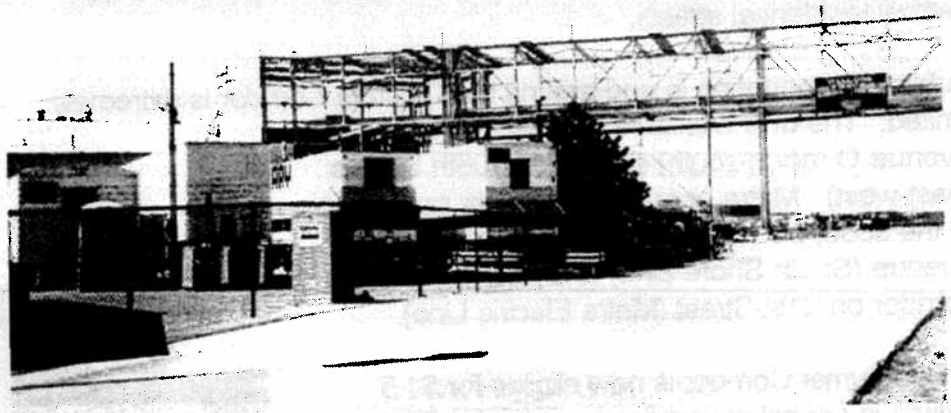
Department of Planning and Development is working with local industrial organizations to identify and prioritize projects for funding under the program.

Industrial Base

The Calumet Industrial Corridor is home to 64 industrial firms employing 7791 workers. The city's largest industrial corridor in land area, it is also the lowest in employment density, at 2 workers per acre. The leading industrial sector by number of companies is primary metals (13 firms), followed by trucking/warehousing and water transportation (8 each). The predominant sectors by employment are transportation equipment manufacturing (35%)–reflecting the presence of Ford Motor Company's Torrence Avenue assembly plant and its 2700 workers–and primary metals (28%).

Ford recently completed a $238-million expansion project on land freed up by relocating employee parking lots to the other side of 130th Street. Other recent investment has been highlighted by development of the Chicago Enterprise Center on a 123-acre, former U.S. Steel warehouse site at 13535 South Torrence. This industrial park, whose tenants now employ 350 workers, was assisted by the City through the issuance of $25.5 million in industrial revenue bonds and the extension of an existing Enterprise Zone to include the development site.

Calumet Corridor firms benefit from the existence of foreign trade zones established by the Illinois International Port on land at the mouth of the Calumet River (Iroquois Landing) and around the foot of Lake Calumet.



Ford Motor Company recently expanded its Torrence Avenue plant, where the best-selling Ford Taurus is assembled. The project is expected to create 200 new jobs by mid-1995.

These zones enable duty-free import and export of goods used in manufacturing. In addition, most of the corridor lies within an Illinois Enterprise Zone, offering sales tax abatements and other incentives for new industrial investment.

Industrial Development Potential

The decline of the Calumet steel industry left in its wake a legacy of abandoned industrial sites, many of them encumbered by obsolescent buildings and environmental contamination. Finding new uses for this land, including the South Works and Wisconsin Steel sites, remains among the greatest challenges facing the Calumet Corridor today.

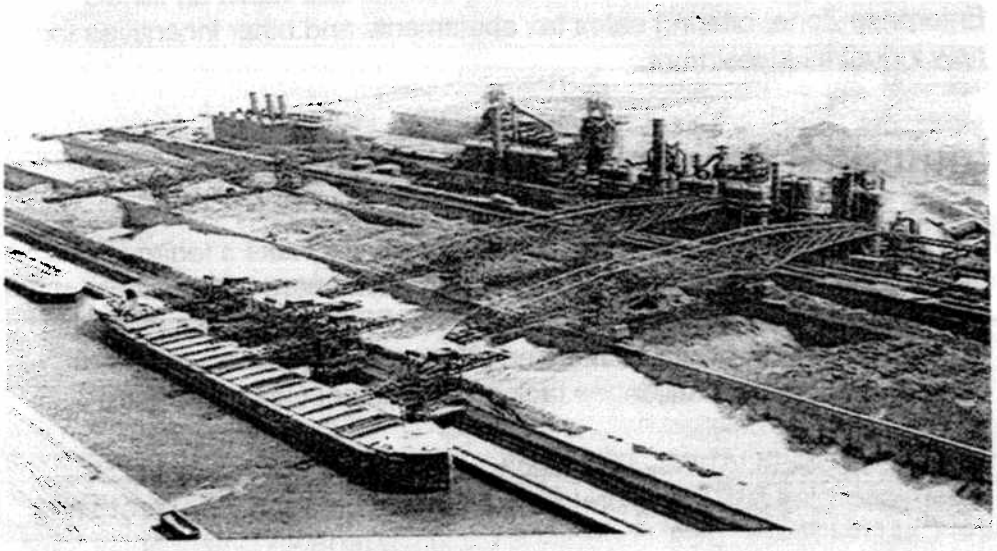
The former South Works, still held by USX (parent company to U.S. Steel), occupies 585 acres on Lake Michigan between 79th Street and the Calumet River. USX currently is exploring redevelopment options for the property. The City encourages the inclusion of a light industrial component in any mixed-use development, particularly for the southern portion of the site. This area, covering approximately 230 acres between the river and North Slip, is suited for industrial use due to its proximity to existing industries and better truck and rail access.

Because of South Works' size and location, any large-scale development here will greatly affect the adjoining residential community and the industrial areas to the south. Before development can occur, City guidelines will ensure that this process is sensitive to the needs of these industrial and residential communities. The guidelines will address the following concerns:

- Appropriate size, scale and distribution of land uses
- Protection of the lakefront, with provision for public access
- Adequate street, transit and pedestrian linkages
- Integration with surrounding communities

Two miles south, on the river's west bank, is the Wisconsin Steel Works site, now owned by the federal government. This 176-acre property, which has been awaiting environmental cleanup under the supervision of the U.S. Army Corps of Engineers, is not expected to be fit for reoccupancy until after the year 2000. An industrial developer's recent expression of interest in the site–which enjoys strong rail, truck and water access–has rekindled hope that this timetable may be accelerated. Navistar, the mill's former owner, has reached an agreement with the federal government to repurchase the property; they would then complete the clean-up under state supervision and sell it to the new developer, Denver-based Omnitrax. Already the owner of three short-line railroads serving the Calumet Corridor, Omnitrax has also

The site once occupied by U.S. Steel's South Works (shown here when it was the world's third largest steel mill) still offers a prime location, well suited for future industrial development.



been exploring options for developing new warehouse and trans-loading facilities here in conjunction with its existing rail operations.

Redevelopment may be closer at hand for a third large site located on Avenue O south of Republic Engineered Steels. This property, most of which was formerly owned by LTV Steel, was recently purchased by a developer for conversion to an industrial park targeted at suppliers of the nearby Ford plant. The City is working with the developer to create additional truck access for this 254-acre site through a direct link to Torrence Avenue.

On the west side of Lake Calumet, a considerable amount of manufacturing-zoned land owned by the Illinois International Port remains vacant. This property, which has superior truck and rail access, could be leased out for industrial development, like other Port holdings in the area. Longer lease terms (the current limit is 20 years) or a willingness on the part of the Port to sell rather than lease property could catalyze new investment. To maximize the land's development potential, unused Lake Calumet slips might be filled in. The Port and the City should forge closer ties to spearhead industrial development of this area in an environmentally sound manner.

Development Opportunities

South Works: for more information, turn to Section III.

134th and Torrence: a 9-acre site with a building, it is situated just north of the Chicago Enterprise Park.

Recommendations

Streets

- Extend 126th Street west to Torrence Avenue from Carondolet Avenue, and signalize the intersection with Torrence. This would provide companies on the east bank of the river with easy access to Torrence, a Class II truck route, and free local residential streets from heavy truck traffic. It would also create a direct truck link between the Ford plant and the proposed industrial park development on former LTV Steel land.

- Resurface the street approaches to the 130th Street bridge over the Calumet River.

- Several truck routes serving the industrial areas around Lake Calumet lack adequate drainage systems, resulting in frequent flooding and hazardous driving conditions. The problem is most acute on 122nd Street between Stony Island and Torrence Avenues. A second trouble spot is situated northeast of the 130th Street interchange with the Calumet Expressway. City departments should work with other public agencies, including the Illinois International Port and the Metropolitan Water Reclamation District (owner of the land south of 122nd), to find long-term solutions to this problem.

Intersections

- Signalize 122nd Street and Torrence Avenue to accommodate increased truck traffic resulting from the recent reconstruction of Stony Island Avenue and the proposed extension of 126th Street.

Bridges and Viaducts

- Dedicate funds for the proposed reconstruction of the 103rd Street viaduct over the Norfolk Southern tracks.

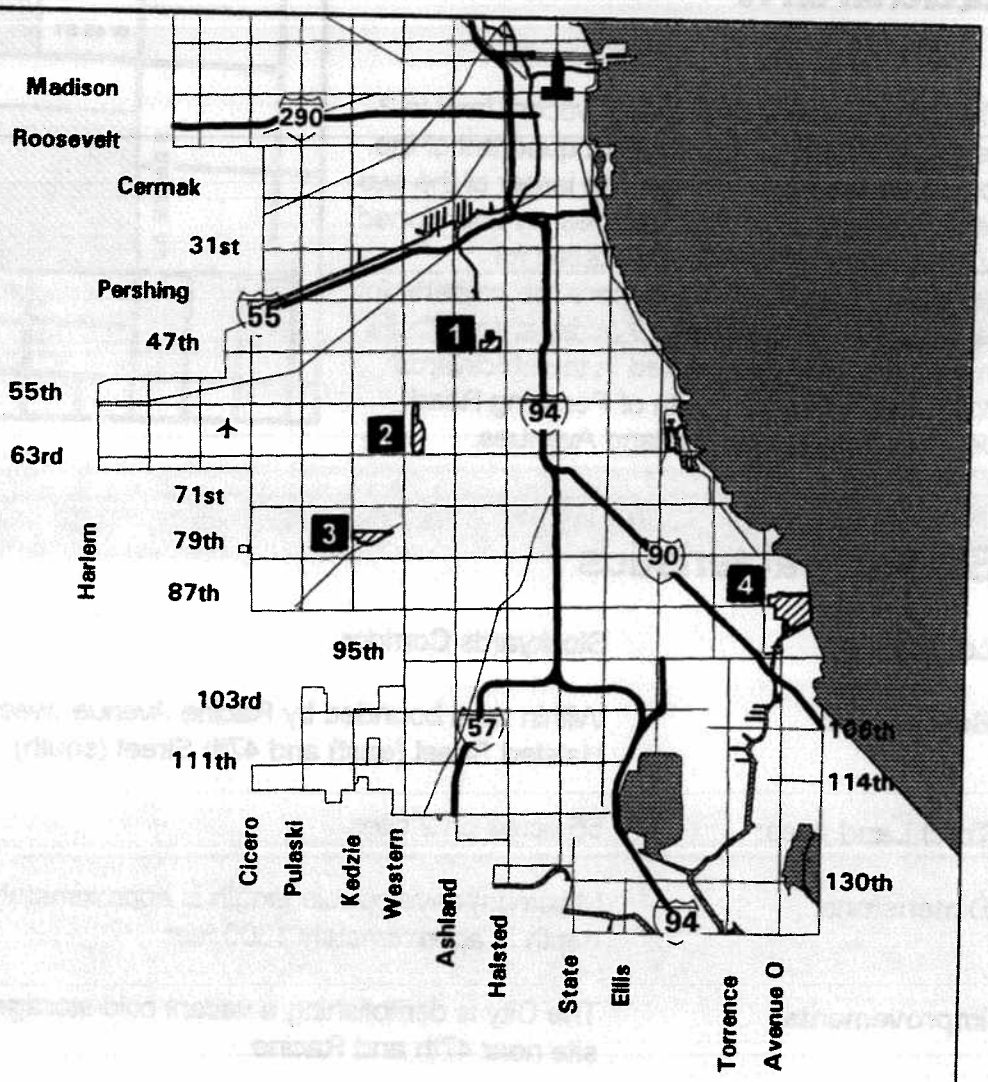
- Refurbish the 130th Street bridge over the Calumet River.

- Although usage has increased in recent years, the Chicago Skyway (I-90) remains an underutilized resource capable of unlocking the redevelopment potential of the northern Calumet Corridor. In 1994 the City refinanced the toll highway's debt, offering hope of a solution to its longstanding financial problems. The refinancing will help avert further toll increases and leverage additional dollars for future improvements. Calumet industrial firms would benefit from better street access to the Skyway, which might be achieved through the construction of a full interchange at 87th or 95th Street.

For more information on the Calumet Industrial Corridor, please call Peter Foote of the Calumet Area Industrial Commission at 312/928-6000 or Carl Lewis of the Chicago Department of Planning and Development at 312/744-4461.

III. INDUSTRIAL DEVELOPMENT OPPORTUNITIES

FIGURE 23



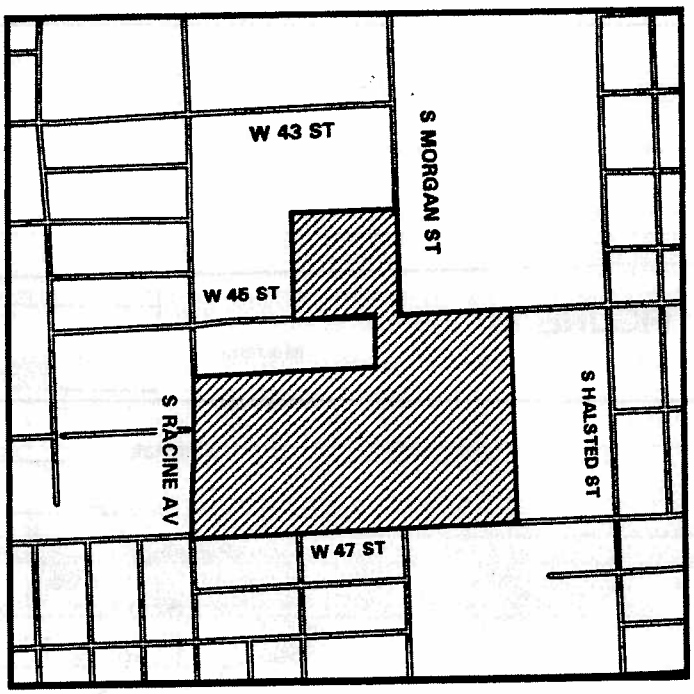
1 **STOCKYARDS--SOUTHEAST QUADRANT: 55 acres**

2 **59TH STREET CONRAIL YARD: 81 acres**

3 **BELT RAILWAY AT COLUMBUS AVENUE: 55 acres**

4 **SOUTH WORKS: 230 acres**

Stockyards–Southeast Quadrant



This area contains 55 acres of vacant land in 2 separate tracts in the southeast quadrant of the former Union Stock Yards. The larger of the two sites, covering 47 acres, includes an abandoned cold-storage warehouse scheduled for demolition by the City to prepare the property for redevelopment. Another 19 acres are available in additional parcels located in the stockyards' northwest quadrant, south of Pershing Road between Racine and Ashland Avenues.

Site Characteristics

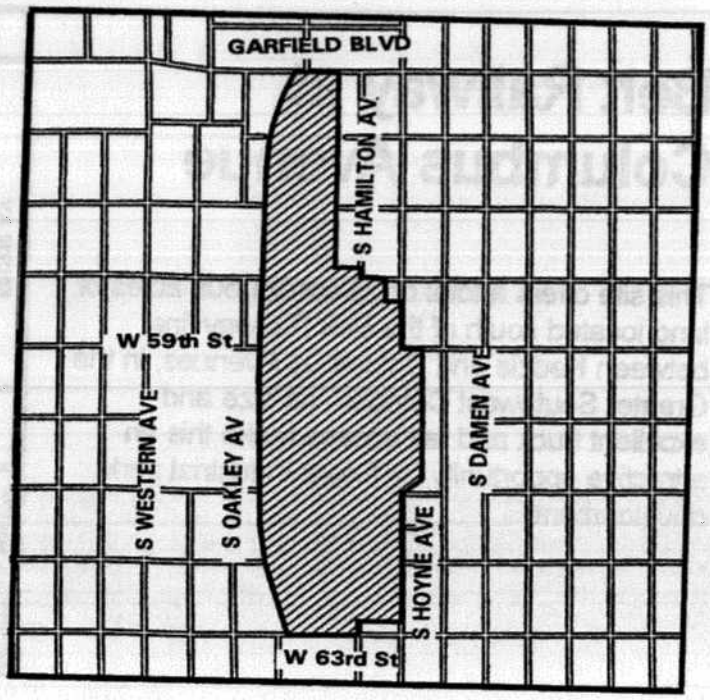
Location:	Stockyards Corridor
Boundaries:	Within area bounded by Racine Avenue (west), 43rd Street (north), Halsted Street (east) and 47th Street (south)
Total Land Area:	55 acres on 2 sites
Dimensions:	Maximum developable length is approximately 4000 feet; maximum depth is approximately 1300 feet
Improvements:	The City is demolishing a vacant cold-storage warehouse on a 47-acre site near 47th and Racine
Zoning:	M3 (Heavy Manufacturing)

Transportation Access

Street:	Access to Dan Ryan Expressway (I-90/94) approximately 1 mile east via 47th Street
Rail:	Conrail trackage adjoins several parcels

59th Street Conrail Yard

This site offers 81 acres of vacant land at a former Conrail yard located 2 miles west of the Dan Ryan Expressway and 1 mile south of the Brighton Park and Stockyards Corridors. Although the property sits atop a 20-foot-high railroad embankment, its size, general location and superior rail access all stamp it as a desirable site for industrial park development. Additional street access may be needed from 59th or 63rd Streets.



Site Characteristics

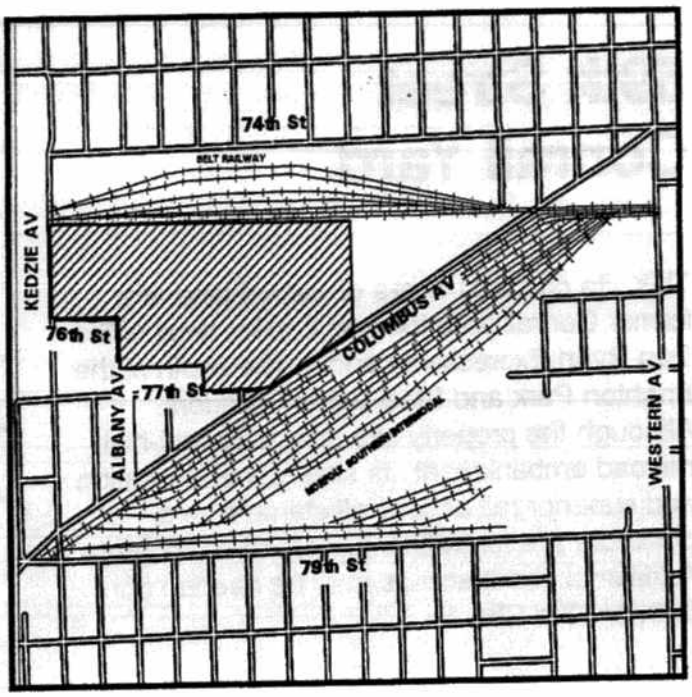
Location:	Vicinity of 59th Street and Western Avenue
Boundaries:	A line running east of Oakley Avenue (west); Garfield Boulevard (north); Hamilton and Hoyne Avenues (east); 63rd Street (south)
Total Land Area:	81 acres
Dimensions:	Maximum developable length is one mile; maximum depth is approximately 1/4 mile
Improvements:	none
Zoning:	M2 (General Manufacturing)

Transportation Access

Street:	Currently no arterial street access directly to site; Dan Ryan Expressway (I-90/94) is 2 miles east via 59th or 63rd Streets
Rail:	Conrail trackage through most of site

Belt Railway at Columbus Avenue

This site offers a total of 55 contiguous acres of land located south of the Belt Railway line between Kedzie and Columbus Avenues, in the Greater Southwest Corridor. Its size and excellent truck and rail access make this an attractive opportunity for future industrial park development.



Site Characteristics

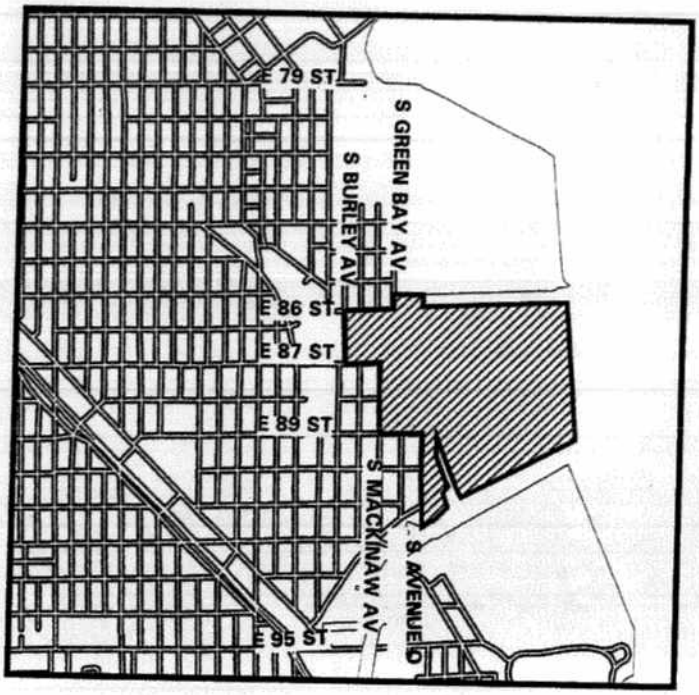
Location:	Greater Southwest Corridor
Boundaries:	Kedzie and Albany Avenues (west); Belt Railway of Chicago (north); Columbus Avenue (east); 76th and 77th Streets (south)
Total Land Area:	55 acres
Dimensions:	Maximum length is 4100 feet; maximum depth from street is 1300 feet
Improvements:	Abandoned drive-in theater and strip mall on Columbus Avenue
Zoning:	M1 (Restricted Manufacturing), M2 (General Manufacturing) and C2 (General Commercial)

Transportation Access

Street:	Access to Dan Ryan Expressway (I-90/94) 3 miles east via 79th Street
Rail:	Belt Railway borders site to the north; Norfolk Southern intermodal facility is located across Columbus Avenue immediately to the south

South Works

The site of the former USX South Works extends for over 1½ miles along the Lake Michigan shoreline north from the Calumet River. Because of its location sandwiched between the lake, residential areas to the north and industrial areas to the south, the property's most appropriate future use will probably entail a mix of industrial and nonindustrial activities. The lower portion of the site, from the North Slip south to the river, enjoys the best truck access and is the most suitable for industrial development. The property is still owned in its entirety by USX.



Site Characteristics

Boundaries: Streets west of EJ&E Railroad (west); 79th Street extended (north); Lake Michigan (east); Calumet River (south)

Total Land Area: 585 acres total, including an area of approximately 230 acres between North Slip and Calumet River that is recommended for industrial use

Dimensions: Maximum length is approximately 1½ miles; maximum depth from street to lake is approximately 1 mile

Improvements: Demolition has been ongoing since plant closed in 1992; USX has signed an agreement with Illinois EPA to conduct site remediation

Zoning: Mostly M3 (Heavy Manufacturing); also M1 (Restricted Manufacturing) in narrow strip along western fringe of site

Transportation Access

Street: Access to Calumet Expressway (I-94), 3 mile west via 95th Street; truck access to site is limited, but less so for southern portion

Rail: Elgin, Joliet & Eastern Railroad has extensive trackage on site

APPENDIX A

Recommended Capital Improvements

Stockyards

Streets Reconstruct Racine Avenue between 37th Street and Pershing Road.

Viaducts Reconstruct the Damen Avenue viaduct to enable direct street access to vacant industrial land at 43rd Street and Damen.

Increase viaduct clearances at 4000 S. Halsted Street and 700/730 W. Pershing.

Brighton Park

Streets Upgrade secondary streets in corridor's northeast quadrant (including segments of 48th Place, Campbell and Talman).

Dedicate construction funds for street and signalization improvements on 51st Street and Kedzie Avenue.

Greater Southwest

Alleys Vacate or upgrade alleys east of Western Avenue and south of 76th Street.

Burnside

Streets	Reconstruct Stony Island Connector to Calumet Expressway.

Pullman

Streets	Improve street access for companies at south end of corridor by upgrading Cottage Grove Avenue in area between 11900 south and 130th Street. Resurface 115th Street between King Drive and Doty Avenue.

Calumet

Streets	Extend 126th Street west to Torrence Avenue, and signalize intersection with Torrence. Reconstruct approaches to 130th Street bridge over Calumet River. City departments should work with other public agencies, including Illinois International Port and Metropolitan Water Reclamation District, to find long-term solutions to drainage problems on 122nd Street between Stony Island and Torrence Avenues.
Bridges and Viaducts	Reconstruct 100th Street, 130th Street and Torrence Avenue bridges over Calumet River. Reconstruct 103rd Street viaduct over Norfolk Southern tracks.

APPENDIX B

Industrial Assistance Programs of the Department of Planning and Development

THROUGH THE DEPARTMENT OF PLANNING AND DEVELOPMENT, the City offers a variety of development incentive programs and reduced-interest financing to industrial businesses and developers constructing new facilities, expanding or improving existing facilities, and creating jobs for Chicago residents.

Low-Interest Loans for Industrial Firms

This program offers long-term, below-market financing to industrial firms for any of the following: purchase of land, buildings, machinery and equipment; rehabilitation or new construction; or working capital. The City can assist with 20% to 50% of the total amount needed to be borrowed, ranging up to $350,000 citywide and $500,000 in Enterprise Zones. Interest rates are 75% of prime or 10% (whichever is lower), or 3% in Enterprise Zones. Loan terms range from 3 to 15 years.

- *For more information, call the Finance Division at (312)744-7221.*

Business Infrastructure Assistance Program

To promote the revitalization of designated industrial areas eligible for federal funding, the Department provides grants covering part of the cost of certain infrastructure improvements. These improvements can involve all elements of public way infrastructure requiring installation, repair, replacement or relocation. Eligible projects include, but are not limited to: light pole and fire hydrant relocation; hazardous vaulted sidewalk elimination; traffic signalization; water and sewer line improvements; utility removal and relocation; sidewalk, curb, gutter and street improvements; and landscaping. The City can fund up to 50% of project costs.

- *For more information, call the Industrial Services and Development Division at (312)744-8562.*

Facade Rebate Program

This program provides rebates of up to 30% of the cost of improvements to the exterior, or facades, of industrial businesses or buildings. The improvement must directly result in the creation of permanent jobs, the majority of which are available to low- and moderate-income persons. Applicants must create one job for each $10,000 rebated. Funding is provided for complete facade renovation, exterior lighting, new signs, graphics, windows, doors, and certain types of security and energy conservation systems.

- *For more information, call the Industrial Services and Development Division at (312)744-7227.*

Enterprise Zone Incentives

The Department of Planning and Development administers six state-designated Enterprise Zones in Chicago. Industrial firms locating or expanding in an Enterprise Zone become eligible for several City and State incentives: an 8% combined Chicago and Illinois sales tax exemption on building materials purchased from a Chicago business for use in real estate remodeling, rehabilitation, or new construction; an exemption from the real estate transaction tax; an expanded property tax abatement that could reduce a company's rate of assessment to 16%

for 8 years; a state jobs credit of $500 for each job created; and a state 1% investment tax credit on investment in real property.

- *For more information, call the Finance Division at (312)744-7221.*

Tax Increment Financing

The TIF program is used to support industrial, commercial and mixed-use development. Funding for eligible improvements is derived from the increased property tax revenue generated within a designated TIF district. To encourage development, the program can fund infrastructure improvements including sidewalks, streets and sewers, as well as land acquisition, demolition and job training. Maximum duration for a TIF designation is 23 years. Generally, a 20-year TIF bond is issued, secured by the anticipated incremental revenue stream, to fund eligible project costs. The bond size is determined by the amount of assistance needed in relation to the added property taxes that will be generated.

- *For more information, call the Finance Division at (312)744-7221.*

Commercial and Industrial Tax Reactivation

The Department of Planning and Development coordinates the acquisition and transfer of tax-delinquent properties to approved applicants through the Cook County Treasurer's Office and Cook County Board of Commissioners. At the time of conveyance, the property will be free and clear of all delinquent taxes, penalties and interest. The applicant pays attorney and title fees.

- *For more information, call the Community Development Division at (312)744-4476.*

International Trade Assistance

The Department's International Unit assists Chicago firms seeking export opportunities to develop or expand international sales.

- *For more information, call the Business Services Division at (312)744-9061.*

Business Express

The Department's Business Express initiative provides a prompt, receptive, customer-focused response to business inquiries for City assistance. Business Express staff act as "account managers" to ensure that timely responses, informative follow-ups and formal closure of requests for information or services are provided.

- *For more information, call the Industrial Services and Development Division at (312)744-CITY.*

Industrial Area Improvement Program

This program promotes the viability of industrial areas by improving roadway infrastructure and eliminating hazardous or substandard conditions that hinder industrial operations. These improvements may include complete street reconstruction, street/alley repaving, viaduct clearance adjustments, railroad crossing rehabilitation, traffic signal modernization, intersection rechannelization, and water and sewer line reconstruction/relocation, complemented by landscaping and tree planting.

- *For more information, call the Industrial Services and Development Division at (312)744-7225.*

Industrial Street and Alley Vacation Program

This program enables industrial firms to purchase or lease underutilized City streets and alleys at reduced price. Vacated rights-of-way may be used for plant expansion and modernization, truck staging, security improvements, employee parking or the like.

- *For more information, call the Industrial Services and Development Division at (312)744-7471.*

Model Industrial Corridors Initiative

The Department of Planning and Development provides grants to local industrial organizations to develop and implement strategic development plans for industrial corridors. The program provides direct funding for strategic planning; priority public improvements identified in each plan can then be funded through Model Industrial Corridor program dollars or other municipal sources. Grant amounts will vary based on the size of the corridor, the complexity of issues faced, the resources needed, and the availability of funds. Project selection is on an annual basis.

- *For more information, call the Industrial Services and Development Division at (312)744-8570.*

Innovative Projects Fund

This fund supports activities to improve the safety, accessibility, marketability, manageability and attractiveness of industrial corridors. Projects are selected annually through a competitive application process. Eligible projects must be innovative in approach, have historically lacked a funding source, and be capable of serving as prototypes for similar projects elsewhere.

- *For more information, call the Industrial Services and Development Division at (312)744-8570.*

Acknowledgments

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